

Sail Training Ships and Programs

1987 Directory

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The American Sail Training Association, Newport Harbor Center, 365 Thames Street, Newport, Rhode Island 02840

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Editor: Nancy Hughes Richardson
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WHAT IS SAIL TRAINING?

If you are thinking of embarking on a sail training voyage, you may wonder what to expect. The following are some typical questions and answers.

What are the goals of sail training?

Programs may have different emphases and ships may vary in size and rig, but the goals of sail training programs can be summed up in three salty words: to make better sailors, shipmates, and stewards for our spaceship planet. You should bring ashore: 1) skills in safety and seamanship from your sailing duties; 2) increased understanding of relating to others through group-living and working as shipmates; and 3) a dedication to preserve our maritime heritage and conserve the marine environment from your stewardship responsibilities for the ship and the water world.

What should be considered when choosing a ship and program?

Weigh the combination of four essential components: 1) a seaworthy sailing vessel, 2) competent Captain and crew, 3) qualified instructors and 4) a sound educational program.

What makes sail training different from going on a cruise?

In sail training, you are expected to take an active part in sailing. You get to learn by doing things such as: handling sails and lines, helping on deck and in the galley, and standing watches.

What if I just want to learn how to sail?

Most sailing schools teach how to sail on small boats and are interested in the students' transferring their technical skills to boating. Sail training programs offer some aspects of how to sail, but on larger vessels that need at least six people to handle everything. Both have goals to have students learn **about** sailing--making better sailors. Character building is an added dimension of sail training with learnings **from** sailing being applied to other aspects of everyday life--making better shipmates.

What is the age requirement?

Most programs aim at persons 15 years of age or older. Younger children may be included with adults in group, family or school day-sails or marine science cruises.

Is it co-ed?

Both males and females are welcome, usually, although not necessarily at the same time.

How much sailing experience is required?

Sailing experience is not necessary--except for crew positions, of course. Above all, trainees need enthusiasm and the ability to work and live with a group in the close quarters of a ship.

Must an applicant be able to swim?

Trainees should be able to swim well enough to keep afloat for at least five minutes while fully dressed.

What about academic credit?

Different kinds and levels of formal and informal learning experiences and course work are offered.

Must someone be a group member to participate?

Most ships charter to groups, but many also take individuals aboard.

How much does it cost?

Costs range from \$20 to \$85 per day per person--depending on the season, the group size, the length of the session, program, cruising area, accommodations, food, captain, crew, educational staff and sponsoring organization.

Is financial aid available?

Few programs are able to offer financial aid. To supplement their own resources, trainees are encouraged to seek local support from civic groups, the business world, or youth agencies.

What about safety and the degree of risk in these adventures?

Trainees should choose vessels which operate under U.S. Coast Guard regulations. If under foreign flag, look into the international regulations that apply. Many ships venture no more than twenty miles from a harbor and are rarely underway overnight. Offshore voyaging offers the adventure of distant passages where severe weather and water conditions may not be avoidable and rescue may be remote. Being underway round the clock requires watch duties night and day, demanding both physical and psychological stamina--and perseverance. It's important to put safety first and manage the risks!

Considering all these factors, add yourself--your interests, abilities, and past experiences--to the list of essential components for a worthwhile sail training experience! Be aware, though, that what you choose as a "once-in-a-lifetime" opportunity is likely to leave a life-long impression!



April 1987

Dear Shipmates,

The dream of a "tall ship and a star to steer her by" can become a reality for you! This *Directory of Sail Training Ships and Programs* has been compiled in an effort to link those who yearn to go to sea with those who offer shipboard opportunities under sail. It's our fifth edition, which gives me another chance to invite you to become a sail training shipmate--whether we're sailing or "shoreside" aboard our spaceship planet.

You get to choose whatever suits you: the ship, the program, the waters, the season. And you decide your reasons, too: are you looking for fun, adventure, a career? an escape from, or an extension of, school? time among old friends, or in a new circle? on nearby waters, or along distant shores? The focus is also up to you: do you want to concentrate on ecology? water science? maritime heritage? nautical arts? seamanship? Regardless of what draws us to sail training, we're bound to come ashore changed--for the better--time after time. And that, for me, is cause for celebration.

In using this book, you'll find it's like life: the only guarantee is that things will change (and no endorsements are intended or implied). Look on the opposite page for more specifics about sail training and factors to consider in choosing the "right" ship or program. Review the Contents page for an overview of what's included--and where. Then, match your interests with the ships and programs that fill the rest of this *Directory*.

Whatever course you chart, you'll find that life is rarely more concentrated than on a ship and you can look forward to an authentic adventure, full of physical and personal challenges. The romance, as well as the demands and dangers, of the sea are genuine. No one is alone in facing waves of misery and fear, but there are higher crests of exhilaration and courage to be shared as well. Log entries from my shipmates show that they have pulled harder, climbed higher, grown faster, learned better, worked more closely with others, and steered beyond more new horizons than they had ever imagined.

I'm eager to expand this network of mariners, so do keep in touch with **your** news of ships and programs. It's especially rewarding to hear about contacts made as a result of this *Directory*. For me, it's like a pebble thrown into a global pool: let us hear about the ripple effect as sail training touches your life.

Fair winds,

Nancy Hughes Richardson

Nancy Hughes Richardson
Editor

- Note:**
- A special word of thanks to those supporters of sail training whose purchase of space helps make this *Directory* possible.
 - No endorsements are intended or implied.
 - Remember that there are no mailboxes at sea, so communications may be slow and irregular.

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ASTA



The American Sail Training Association, with headquarters in Newport, Rhode Island, is the national organization which brings together youth and opportunities to enjoy a sea experience in the traditional sense aboard coastal, inland and deepwater ships. We do this for three principal reasons:

- sail training is an adventure and an educational and character building experience for people of all ages--especially the young;
- international goodwill results when the sail training ships from around the world are gathered in a spirit of camaraderie and friendly competition;
- these activities result in greater awareness of, and appreciation for, the values of our maritime tradition.

Sail training exercises and adventure cruises for youth are the primary means of achieving these constructive purposes. International sail races and rallies were originated in 1956 by the Sail Training Association (STA)--the international coordinating body for sail training headquartered in England. This group normally conducts "Tall Ships" trans-oceanic events in sailing craft, ranging from traditional full-rigged ships to modern-day sloops, at four to eight year intervals--with rallies in the interim years for vessels in European and Scandinavian waters.

The American Sail Training Association was formed in 1973 by the late Barclay Warburton, owner of the brigantine BLACK PEARL, as an affiliate of STA to coordinate and conduct sail training activities in American waters. Under the aegis of ASTA, groups have built, restored or acquired vessels throughout the U.S.A. for sail training, and in 1984 the Canadian Sail Training Association was established.

In addition ASTA has participated with STA in the organization of sail training races and cruises-in-company in connection with international events of major significance. For example, in 1972 races were run in conjunction with the Olympic Yachting Games at Kiel, Germany; in 1976 a series of races for the "Tall Ships" culminated in the United States on the occasion of the Bicentennial celebration; in 1984 the focus was on Quebec in honor of the 450th Anniversary of Jacques Cartier's voyage of discovery.

Programs conducted aboard the ships during cruises, and at the ports visited by the ships, provide training in seamanship and ship handling, international goodwill, oceanographic research and maritime preservation; their most significant result is growth of character. Sail training cruises are working expeditions with trainees organized in watch teams in four-hour, often around-the-clock, shifts--and filling a role similar to that of an able-bodied seaman. Climbing the rigging (optional), a trick at the wheel, galley and cleaning duties and sail handling are all part of the day's work. Many of these cruises include marine science, or marine-related liberal arts, classes to familiarize trainees with their environment and the historical significance of ships and the sea. ASTA also trains counselors/instructors to implement programs structured on the courses contained in ASTA's *Syllabus and Logbook*.

Under sail, trainees learn the challenge of wind and sea and the self-discipline and teamwork required to take a vessel to sea. Even though cruises usually last only a week, the effect on the individual can be life-long. Although for international "Tall Ships" Races fifty percent of the ship's complement must be between the ages of 15 and 26, some cruises are open to "youth of all ages" so that those who missed the opportunity while a youngster have a chance to catch up.

If sailing in a traditional vessel and learning how to 'work the ship' has always been a dream of yours and this *Directory* does not contain the information to satisfy your needs, please use the form on page 100, or call the ASTA office at (401) 846-1775 to learn more.

Sail training takes many forms, including: some junior sailing programs at yacht clubs and camps; commercial learn-to-sail schools; the professional development program for future officers of the U.S. Navy, Coast Guard and merchant marine; personal challenge programs like Outward Bound; NROTC and intercollegiate competition; and the experiential approach of Sea Explorer fleets, Girl Scout Mariners and community sailing programs. The latter, often using U.S. Yacht Racing Union trained instructors and curricula, are introducing tens of thousands of persons to sailing annually.

The American Sail Training Association is dedicated to extending the experience of sailing to "youth of all ages" with emphasis on the character building associated with the manning of traditional ships, on the ships as living symbols of the past, and on the sea as a bridge to international goodwill and global environmental stewardship. If you share this goal, please turn to page 100 and return the form to become a member of ASTA and receive the quarterly magazine, *Sea History*.

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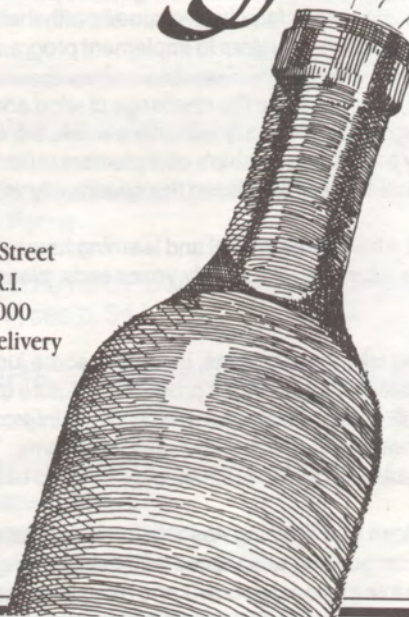
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FLEET IN REVIEW

Full Time Sail Training Ships

Ship	# of		Page Cadets Educational Level	Minimum Age	Waters	LOA	Rig
ADVENTURESS	8	30	High School +	13	Puget Sound	101'	Schooner
ALASKA EAGLE	9	6	College +	17	Pacific Ocean	65'	Sloop
ATLANTAS	10	20	High School	16	Southern California	51'	Schooner
BRILLIANT	23	10	High School +	15	Southern New England	61'	Marconi Main Schooner
CALIFORNIAN	11	13	High School +	14	California	94'	Gaff Topsail Schooner
CLEARWATER	12	50	Elementary School	8	Hudson River	106'	Sloop
EAGLE	13	156	College	17	Atlantic Ocean	295'	Barque
ELISSA	14	55	High School +	15	Gulf of Mexico	202'	Barque
ERNESTINA	15	25	High School +	16	East Coast/Atlantic Ocean	152'	Schooner
GERONIMO	16	6	High School	15	Atlantic Ocean	54'	Yawl
Hurricane Island Fleet	17		High School +	16	Maine	30'	Ketches
J.N. CARTER	18	20	All	9	Long Island Sound	66'	Ketch
Landmark School Barque	19	60	High School +	14	Worldwide	176'	Barque
Marine Sciences Fleet	20	12	College	18	Florida/Caribbean		Sloops, Ketches, Yawls
Naval Academy Fleet	24		College	17	Atlantic Ocean		Sloops, Ketches, Yawls
NEW WAY	26	24	High School	15	Atlantic Ocean	130'	Single Topmast Schooner
PACIFIC SWIFT	29	30	High School	14	Pacific Northwest	111'	Square Topsail Schooner
PATHFINDER	32	18	High School	14	Lake Ontario	72'	Brigantine
PLAYFAIR	32	18	High School	14	Lake Ontario	72'	Brigantine
ROBERTSON II	28	30	High School	14	Pacific Northwest	120'	Gaff Topsail Schooner
ROSE	27	35	High School+	15	New England	170'	Full-Rigged Ship
SPIRIT OF CHEMAINUS	29	20	High School	14	Pacific Northwest	92'	Brigantine
TABOR BOY	31	16	High School	14	Atlantic Ocean	92'	Schooner
WESTWARD	33	24	College	18	Atlantic Ocean	125'	Schooner
WHEN AND IF	19	8	High School	14	New England	63'	Schooner



Sloop



Yawl



Schooner



Ketch



Topsail Schooner



Brig



Brigantine



Barquentine



Barque



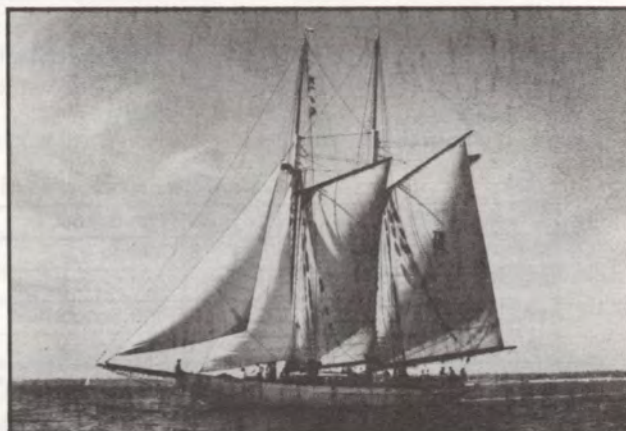
Full-rigged Ship

ADVENTURESS

Schooner

LOA: 101' LWL: 72'
Beam: 21' Draft: 12'
Tons: 82
Sail Area: 4,500 sq. ft.
Sail Number: TS 15
Rig Height: 100'
Power: Diesel, 250 hp

Designer: B. B. Crowninshield
Built: 1913 - East Boothbay, Maine, U.S.A.
Builder: Rice Brothers
Construction: Wood



Homeport: Seattle, Washington, U.S.A.

Sail training on ADVENTURESS is full of tradition, encouraging a healthy respect for the sea and an appreciation for the special opportunities of a sea-oriented program. ADVENTURESS trainees learn:

- the excitement of seeing the sails they have raised catch the wind;
- that friendships are made better by sharing adventure and effort;
- to realize that safety standards are a way of survival; and
- the thrilling, timeless lessons of the sea.

Duties are shared by twenty to twenty seven trainees, ages 14 and up, who are divided into separate crews. They rotate responsibilities throughout the day, standing all watches, cleaning ship, doing galley duty and sailing stations. Instruction sessions are held, including the information needed to perform the duties listed. Learning is by doing.

There is still time for exploring on shore when at anchor, for small boat sailing in dinghies carried aboard, or for "me" time. Participants learn about their own worth and the special value of their shipmates as they see the need for cooperation and discipline.

Trainees are encouraged to do as much as they can, within the limits of safety. Able ship's crew are there to instruct and assist, but not to do it all themselves. The schooner is inspected and U.S. Coast Guard certified for carrying passengers. Ship's crew is made up of volunteers who have had sailing experience and training. They also help maintain the vessel. Other qualified sailors may also apply. Arrangements may be made for special sessions focussing on marine biology or other related subjects.

ADVENTURESS was built as a yacht in 1913, to be sailed from Maine to the Bering Sea to collect Arctic specimens for a museum of natural history. She has been owned and operated by the non-profit Youth Adventure, Inc. since the early 60's, in constant service for youth training under sail. More than 10,000 young people have sailed aboard her, many of them Sea Explorers and Girl Scouts from all over the country. ADVENTURESS sails with "youth of all ages" spring and fall when teen-agers are in school.

Waters: Puget Sound into the San Juan Islands, Port Townsend and Victoria, British Columbia, Canada

Season: 7-day sessions throughout the summer/week-ends during the spring and fall

Contact: Mrs. Ernestine Bennett, President and Director
Youth Adventure, Inc.
P.O. Box 23
Mercer Island, Washington 98040, U.S.A.
(206) 232-4024

Cost: \$45-\$55 per person per day for individuals / \$800-\$900 per day for groups



ALASKA EAGLE

Sloop

LOA:	65'	LWL:	53'
Beam:	16'	Draft:	11'
Tons:	30		
Sail Area:	2,800 sq. ft.		
Sail Number:	US 59707		
Rig Height:	90'		
Engine:	120hp Volvo Diesel		
Designer:	Sparkman & Stephens		
Built:	1976, The Netherlands		
Builder:	Wolter Huisman		
Construction:	Aluminum		

Homeport: Newport Beach, California, U.S.A

Winner of the 1977-78 Whitbread "Round the World" Race, ALASKA EAGLE (ex. FLYER) was designed and built for world racing. ALASKA EAGLE also completed the 1981-82 "Round-the-World" Race, and has won her class in the Transatlantic and Fastnet races.

Donated to Orange Coast College by Alaska International Industries, the sloop sails out of the College's sailing center in Newport Beach, taking students on day-long sail training classes twice a week. Once a month, ALASKA EAGLE takes students offshore to California's Channel Islands.

Seamanship, navigation, marine electronics, basic and advanced sail training are taught aboard on a year-round basis. All courses are conducted by the College's Coast Sailing Academy. The ship is currently being outfitted to conform with U.S. Coast Guard regulations in order to operate under the Sailing School Vessels Act of 1982.

During the summer months, ALASKA EAGLE takes students on an extended sail training trip to Hawaii, Vancouver, Portland and San Francisco. A total of twenty seven students participate in the trip, with nine on board at one time. The Pacific sail training trip departs Newport in mid-June and returns approximately two months later.

In addition to ALASKA EAGLE, Orange Coast College has a fleet of two dozen boats, ranging from Lido 14's to four large ocean racing and cruising boats. More than 2,500 students enroll in the College's sailing and navigation courses each year.

Waters: Coastal California, Pacific Ocean

Season: Year Round

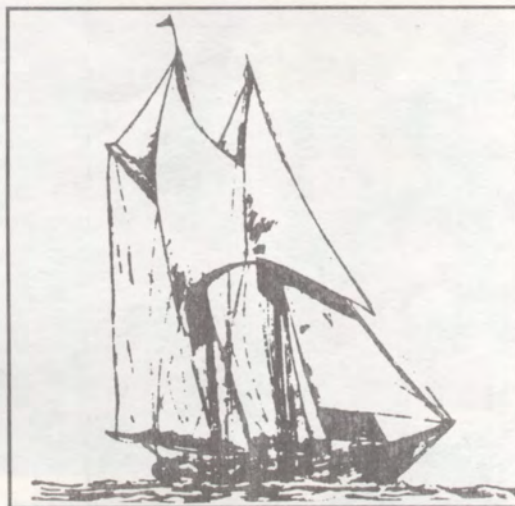
Contact: Coast Sailing Academy
Orange Coast College
P.O. Box 5005
Costa Mesa, California 92628-0120
(714) 432-0202

Cost: Inquire

ATLANTAS

Schooner

LOA: 51' LWL: 36'
Beam: 11'6" Draft: 6'6"
Tons: 18
Sail Area: 1,400 sq. ft.
Sail Number: 4
Rig Height: 55'
Power: Diesel, 50 hp
Designer: David Stevens
Built: 1969 - Nova Scotia, Canada
Builder: David Stevens
Construction: Wood



Homeport: Los Angeles, California, U.S.A.

With "Great Traditions of the Sea" as the name of his navigation and seafaring programs, Captain Ron Remsburg traces his inspiration to the Canadian BLUENOSE tradition. His ambition to sail back to California carried him to Nova Scotia, where he helped build his one-third sized version of the famous schooner.

The traditions Captain Remsburg learned in Nova Scotia, and those he teaches today, are full-sized lessons from the school of the sea. Linked with a number of southern California colleges, Captain Remsburg offers both classroom and on-board instruction at basic and advanced levels. He draws parallels between studies under sail and his teaching of philosophy ashore, saying that in both cases, "we're trying to bring reality down to its simplest terms."

ATLANTAS can carry up to eight students, all of whom become involved in the practical aspects of boat handling, safety, navigation and other seafaring skills. Weekend and week-long cruises are offered to those 16 years of age and older. Credit is given by the University of Southern California and Cal State University of Dominguez Hills, among others.

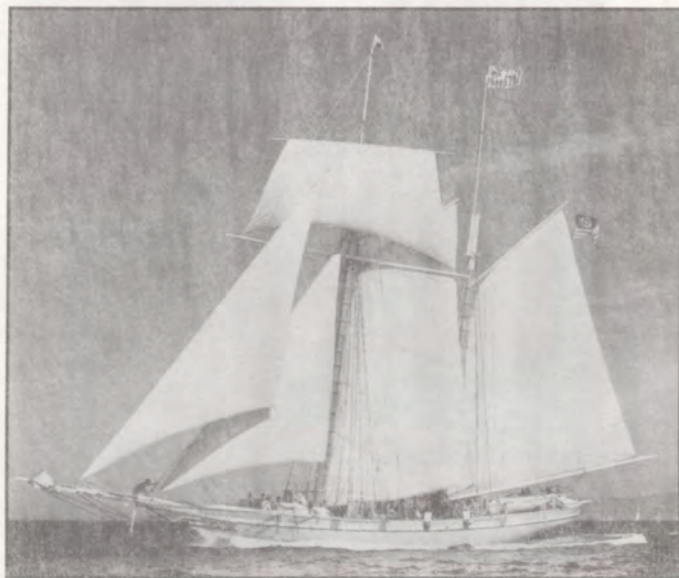
Waters: Southern California

Season: Year Round, except August

Contact: Captain Ron Remsburg
Great Traditions of the Sea
P.O. Box 367
San Pedro, California 90733, U.S.A.
(213) 831-2848

Cost: Inquire

CALIFORNIAN



Gaff Topsail Schooner

LOA: 93'6" LWL: 86'2"

Beam: 24'3" Draft: 8'4"

Tons: 98

Sail Area: 7,400 sq. ft.

Sail Number:

Rig Height: 106'

Power:

Designer: Melbourne Smith

Built: 1984 - San Diego, California, U.S.A.

Builder: Nautical Heritage Society

Construction: Wood

Homeport: Sacramento, California, U.S.A.

Launched in time for the "Olympic Parade of Traditional Ships," the CALIFORNIAN is a hand-hewn re-creation of the LAWRENCE, a 19th century Coast Guard cutter. The founders of the Nautical Heritage Society have developed the CALIFORNIAN Sail Training Program out of a dedicated belief that traditional sail training is a unique and valuable form of education.

The ship offers a varied program which includes four and eleven-day cruises from ports all along the California coast. During its first three years of operation, the Schooner made two extended voyages to Hawaii, as well as undertaking a mission of mercy to Mexico.

Time spent aboard the CALIFORNIAN, in a small wooden world, far from the distractions of modern life, is time that will be remembered the entire life of every cadet. The cadet finds himself totally immersed in his surroundings, yet open to experience the force of nature and develop skills that directly relate to life ashore. Self-reliance, teamwork, and American history--as well as sailing --are the cornerstones of the CALIFORNIAN programs. Cadets also receive instruction in safety procedures, standing lookout, marlinspike seamanship, setting sail, going aloft, use of specialized equipment, steering, and coastal navigation.

The Nautical Heritage Society believes that the youth of California should have the opportunity of experiencing the adventure of sailing aboard a vessel such as the CALIFORNIAN. They have received wide support in this effort throughout their home state, and have been designated as the "Official Flagship of the State of California." Time aboard the vessel has also been recognized by various education departments throughout the state as of such merit that it may be counted for academic credit at the high school level; additionally, college-level programs are now underway.

Waters: Coastal California, Pacific Ocean

Season: Year Round

Contact: Nautical Heritage Society
24532 Del Prado
Dana Point, California 92629, U.S.A.
(714) 661-1001

Cost: Inquire

CLEARWATER

Gaff-topsail Sloop

LOA: 106' LWL: 64'

Beam: 25' Draft: 13'6"

Tons: 116 (displacement)

Sail Area: 4,305 sq. ft.

Sail Number:

Rig Height: 108'

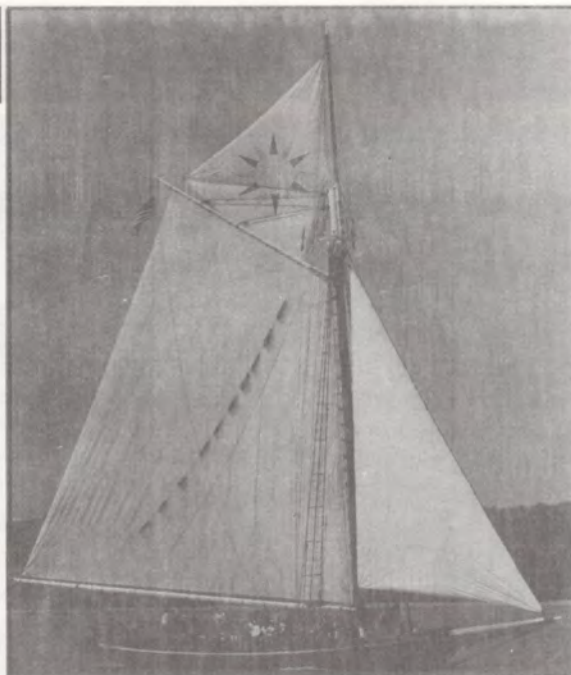
Power: Diesel

Designer: Cy Hamlin

Built: 1969 - South Bristol, Maine, U.S.A.

Builder: Harvey Gamage Shipyard

Construction: Wood



Homeport: Poughkeepsie, New York, U.S.A.

Sailing in the Hudson River Sloop CLEARWATER is like stepping back in time. The Sloop was built and is operated by CLEARWATER, Inc., a non-profit membership organization dedicated to cleaning up the waters of the Hudson River and surrounding waterways. The Hudson River Sloop CLEARWATER is a replica of 19th Century cargo and passenger carrying vessels.

In the mid-19th Century, there were over four hundred such vessels based in the River. Today, the Sloop works seven days a week, carrying groups of up to fifty passengers on three and five-hour education programs. The permanent crew--Captain, first, second and third mates, bosun, engineer, cook, and two educators--is complemented by two apprentice mates and six volunteers.

School groups and visitors become part of "hands-on" activities involving water life, sediments, water chemistry, sailing, steering, piloting, and other such topics. A U.S. Coast Guard licensed Captain is in charge, with education specialists directing the program. Singing songs of sailing and environmental concern brings a sense of oneness and community to each session, reflecting the spirit of thousands of CLEARWATER member/owners and their founder, Pete Seeger.

Sail training aboard CLEARWATER is mainly through the two apprentice mate positions and the berths devoted to volunteers. The apprentice mate ("Mate-of-the-Month") positions are open to anyone over age sixteen, regardless of experience, although usually they go to persons who have previously been aboard as a volunteer. The position lasts for one month, and includes the winter maintenance months. "MOM's" are given in-depth training in all aspects of sailing and maintaining a wooden ship and in the education program. Each week, six new volunteers join the Sloop. As many have never been aboard a boat before, they are given a six-hour introduction to the Sloop soon after boarding. Most of CLEARWATER's crew first came aboard as volunteers, then came back as MOM's, before finally returning as full-time crewmembers. CLEARWATER carries over two hundred volunteers each year.

Waters: Hudson River, New York Harbor, Long Island Sound, Raritan Bay

Season: Daily education programs, April 15th to November 15th/maintenance program in winter

Contact: Captain Morley C. Horder
Hudson River Sloop CLEARWATER
112 Market Street
Poughkeepsie, New York 12601, U.S.A.
(914) 454-7673

Cost: \$500 per group for 3-hour education sails/\$25 per week for crew-trainee berths (members only)



EAGLE

Barque

LOA: 295' LWL: 231'

Beam: 40' Draft: 17'

Tons: 2,816

Sail Area: 21,350 sq. ft.

Sail Number:

Rig Height: 148'

Power: Cat Diesel, 1,000 hp

Designer:

Built: 1936 - Hamburg, Germany

Builder: Blohm & Voss Shipyard

Construction: Steel

Homeport: New London, Connecticut, U.S.A.

With the official title of U.S. Coast Guard Barque EAGLE, this national "Tall Ship" has been called a floating national monument. Invariably, it is on the decks and in the rigging of the EAGLE that the young men and women of the Coast Guard Academy get their first taste of salt air and life at sea. From this experience, they develop a respect for wind and water which they will carry throughout their lifetime.

In the EAGLE, cadets have a chance to practically apply the navigation, engineering, and other training they receive at the Coast Guard Academy. As upperclassmen, they perform functions normally handled by officers. They guide the ship and serve as the leaders they will one day become in the Coast Guard. As underclassmen, they fill positions normally taken by the enlisted crew of a ship, including watches at the helm. They handle the more than 20,000 square feet of sail and over twenty miles of rigging. Over two hundred lines must be coordinated during a major ship maneuver and the cadets must learn the name and function of each line.

EAGLE is one of five "sister ships" built by the same shipyard to the same design still sailing today (the others are: GORCH FOCK II, MIRCEA, SAGRES II, and TOVARISHCH--a sixth, HERBERT NORKUS, sank in 1947 after an explosion). Built as HORST WESSEL, she was intended to serve as the German Navy's second sail training ship. She had been on only a few training voyages, however, when the war broke out. During its early years, she was used extensively for transporting men and supplies in the Baltic; at its conclusion, the ship was included in reparations paid to the U.S.

During the 1987-88 school year, EAGLE will undertake an ambitious voyage to Australia to participate in the festivities planned in honor of that country's Bicentennial anniversary.

Waters: Atlantic Ocean, Caribbean, and occasionally the Pacific Ocean

Season: 1 to 5-week cruises, May through August

Contact: U.S. Coast Guard Academy
New London, Connecticut 06320, U.S.A.
(203)

Cost: Must be student at the Coast Guard Academy.

COAST GUARD ACADEMY SAILING SQUADRON

The U.S. Coast Guard Academy provides a progression of sailing and racing instruction and experience.

ELISSA

Barque

LOA: 202' LWL:
Beam: 28' Draft: 10'
Tons: 430
Sail Area: 12,000 sq. ft.
Sail Number:
Rig Height: 102'
Power: GM Diesel, 500 hp
Designer: Alexander Hall & Co.
Built: 1877 - Aberdeen, Scotland
Builder: Alexander Hall & Co.
Construction: Iron



Homeport: Galveston, Texas, U.S.A.

During her working lifetime, ELISSA traded under five different flags: British, Norwegian, Swedish, Finnish and Greek. She knew such distant ports as Calcutta, Brisbane and Karachi--having sailed around the world numerous times, logging hundreds of thousands of sailing miles.

The Galveston Historical Foundation was established to preserve Texas' rich and colorful history. One area of focus in furthering that goal is maritime commerce, which had been the lifeblood of Texas during her pioneer decades. Thousands of square-rigged sailing ships had brought trade, settlers and supplies through this city when it was Texas' major deepwater port.

So the Foundation decided to acquire ELISSA in Greece in 1975 and have her brought to their home port for restoration. She underwent extensive hull repair before being towed to Galveston, where she arrived in August of 1979. Through a gigantic effort, restoration work was sufficient to open the ship as a floating museum three years later. The project continues to mature through a strong volunteer program which contributes over 15,000 hours yearly toward maintenance of the ship--and forms the crew to sail her each fall. Additional educational programs add interest to ELISSA through group tours, a children's overnight program, a concert and film series, and instruction in craft and boat building skills. A great commitment by hundreds of people has made the dream of a "Tall Ship" for Galveston come true and continues to keep it alive.

After two brief cruises in the Gulf of Mexico, a major upgrading was accomplished in early 1986 to outfit ELISSA for a voyage to New York where she would participate in the Parade of Sail honoring the Statue of Liberty's one hundredth birthday. With successful accomplishment of this goal, it is hoped that she will undertake more active sailing projects.

Waters: Gulf of Mexico--occasionally Atlantic Ocean

Season: April through November

Contact: Galveston Historical Foundation
P.O. Drawer 539
Galveston, Texas 77553, U.S.A.
(409) 765-7834

Cost: Must complete volunteer work and sail training period with the Foundation to qualify.

ERNESTINA



Schooner

LOA: 156' LWL: 94'

Beam: 24'5" Draft: 13'

Tons: 120

Sail Area: 7,937 sq. ft.

Sail Number:

Rig Height: 114'

Power: Cummins Diesel, 259 hp

Designer: George M. McClain

Built: 1984 - Essex, Massachusetts, U.S.A.

Builder: Tarr and James Shipyard

Construction: Wood

Homeport: New Bedford, Massachusetts, U.S

The ERNESTINA was built as the EFFIE M. MORRISSEY, a "Freedonia"-style Grand Banks Gloucester fishing schooner, in 1894, an era of extreme pride in craftsmanship. She fished the Banks both winter and summer for some thirty years, until Captain Bob Bartlett, shipmaster for Admiral Peary in his North Pole quests, bought her for Arctic exploration in 1924. The MORRISSEY under Bartlett went north for the next twenty-two years including a stint in the Navy during World War II.

After the war, she was purchased by Captain Henrique Mendes to bring immigrants to the United States from the Cape Verde Islands off Senegal, West Africa. She became the last regular Atlantic sailing packet, making twelve 8,000-mile round trips from the Cape Verde Islands to southern New England carrying goods and passengers back and forth up until 1965. 1982 saw her as a gift from the Republic of Cape Verde to the Commonwealth of Massachusetts as a symbol of the close ties between the lands, with the stipulation that she be used for seafaring education.

In the last few years, the ship has been completely overhauled and restored to her original condition and is now undergoing outfitting in accordance with the U.S. Coast Guard Regulations for Sailing School Vessels, a process that is expected to be completed in the summer of 1987. In the autumn of this year, after certification is completed, the ship is expected to depart on a voyage around the Atlantic Basin stopping at places the ship is expected to depart on a voyage around the Atlantic Basin stopping at places like Bermuda, the Azores, the Cape Verde Islands, Senegal, then across the Atlantic in the tradewinds to the West Indies. Here, a crew change will take place and the ERNESTINA will continue on a New World voyage circumnavigating the Caribbean Sea and coming up the East Coast to arrive in New England in the spring. More extensive voyages are under consideration.

The emphasis on the trainee is to learn the arts of seafaring and to become accomplished in the way of a blue water sailing ship, as well as develop an understanding of our collective historical and cultural origins.

Waters: East Coast U.S.A. and Canada in summer/Lower North Atlantic, Caribbean, West Indies in winter

Season: Year Round

Contact: Captain Daniel D. Moreland, Director
Massachusetts Schooner ERNESTINA Commission
30 Union Street
New Bedford, Massachusetts 02740, U.S.A.
(617) 992-4900

Cost: \$50 per person per day, approximately

GERONIMO

Yawl

LOA: 54' LWL: 36'
Beam: 13' Draft: 9'
Tons: 22
Sail Area: 1,433 sq. ft.
Sail Number: 1277
Rig Height: 65'
Power: GM 353 Diesel

Designer: William Tripp
Built: 1965 - West Germany
Builder: Abeking & Rasmussen
Construction: Aluminum

Homeport: Newport, Rhode Island, U.S.A.



St. George's students who sail aboard GERONIMO receive an at-sea introduction to oceanography and the disciplines and rewards of life at sea. Offshore operations and international travel extend the range of the students' intellectual and social experience beyond the classroom and the dormitory.

GERONIMO makes two full semester cruises during the school year. Students study Marine Sciences and English, which are taught on board. Two other courses, usually mathematics and foreign language, are taken by correspondence with the faculty at St. George's. Students, therefore, receive full academic credit for their time aboard GERONIMO.

In the summer, GERONIMO makes two four-week cruises out of Newport, Rhode Island. Both cruises sail the waters off New England and Bermuda. The academic courses concentrate on shark biology and fisheries management.

Throughout the year GERONIMO's primary research involves tagging sharks and collecting biological samples for the cooperative Shark Tagging Project of the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration. GERONIMO is also a member of the Cooperative Ship Weather Observing Program of the National Weather Service. Students study meteorology and make on-scene weather observations at sea.

Waters: New England, Nova Scotia, Bermuda in summer/Florida, Bahamas, northern Caribbean in winter

Season: Year Round

Contact: St. George's School
Newport, Rhode Island 02840, U.S.A.
(401) 846-1089

Cost: Regular school tuition in winter/\$550 per trainee per week in summer

HURRICANE ISLAND OUTWARD BOUND SCHOOL



For close to twenty years Hurricane Island Outward Bound School has run sailing courses off the Maine coast. Designed to provide personal challenge as well as sail training and navigational skills, Hurricane Island courses are one part of a student's education that lasts a lifetime.

The school's fleet of eighteen 30-foot sprit sail ketches may not fit the common description of "Tall Ships"--but the teamwork, skills and spirit of adventure in these courses is strong.

When the watch of twelve gets underway on their initial training expedition, they're immediately schooled in safety procedures, sail theory and navigation. Additional skills like first aid and natural history are presented throughout the course as students take increasing responsibility for running the boat themselves and setting expedition plans.

Whether students choose a six, or twenty-six, day course, they'll be expected to participate fully in the various roles--both at sea and on the islands where they rock-climb, run and solo.

Waters: Maine coast from May to October/Florida Keys from November to April

Season: Year Round

Contact: Hurricane Island Outward Bound School
P.O. Box 429
Rockland, Maine 04841, U.S.A.
(800) 341-1744 or (207) 594-5548

Cost: \$650 to \$1,900 tuition, depending on length of program

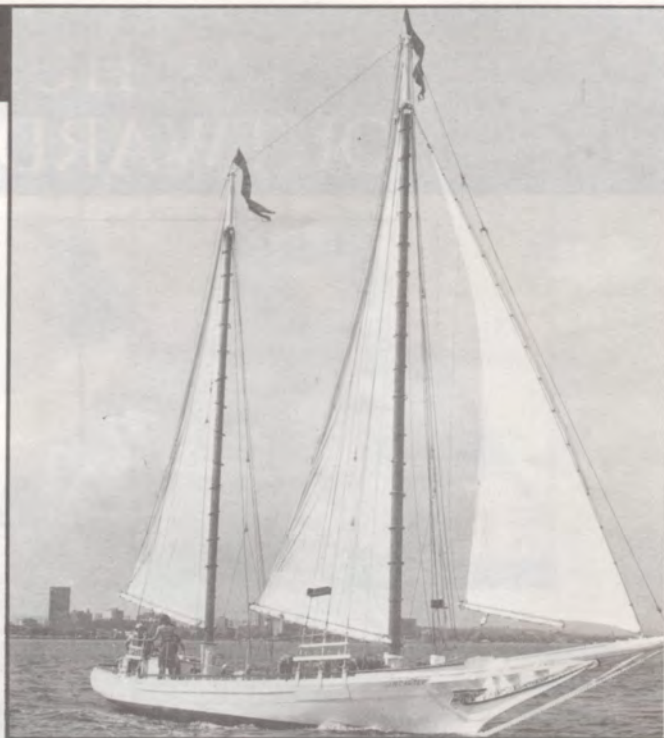
J. N. CARTER

Bugeye Ketch

LOA: 66' LWL: 52'
Beam: 14'6" Draft: 3'3"
Tons: 20
Sail Area: 1,800 sq. ft.
Sail Number: 3
Rig Height: 53'
Power: Yawl Boat, 55 hp

Designer: Russell Grinnell
Built: 1964 - Gloucester, Massachusetts, U.S.A.
Builder: Russell Grinnell
Construction: Wood Frame

Homeport: New Haven, Connecticut, U.S.A.



Schooner, Inc. offers marine arts and sciences programs ashore and on the water aboard J. N. CARTER. Internships in sailing and/or marine sciences are available in spring, summer and fall.

The purpose of the Schooner, Inc. program is to acquaint students with the Long Island Sound ecosystem, to examine issues of consequence to the marine environment, to study the biological, chemical, and physical characteristics of the Sound, and to introduce sailing, seamanship, and the sea experience through field trips aboard their 66' frame bugeye, the J.N.CARTER.

Participants are any school, college or civic group. Size is limited to twenty. Minimum age is 9. Individuals age twelve and up may sign up for week-long trips in the summer.

A staff marine biologist leads all programs, including discussions, biological sampling, chemical and physical testing. On-board instruction in sailing and seamanship is led by the schooner's licensed Captain. Groups participate in all aspects of the trip, from hoisting the sails to collecting research data. Subject matter and level of instruction are tailored to meet the needs and interests of specific groups. Trips can be whole-day, half-day, weekend and week-long.

A wide range of study areas are available; among them are: 1) Introduction to the Marine Environment; 2) Water Pollution and Environmental Qualities; 3) Sailing and Seamanship; 4) River Study; 5) Aquaculture; and 5) Science under Sail (week-long cruise).

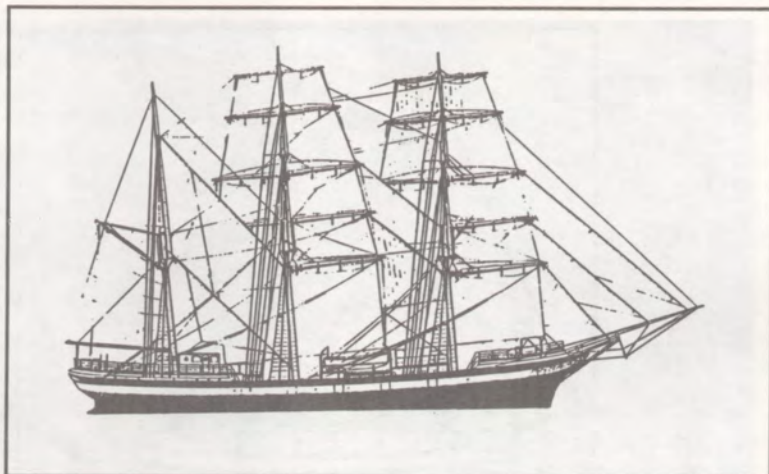
Waters: Long Island Sound, Connecticut River

Season: Mid-April through mid-November

Contact: Schooner, Inc.
60 South Water Street
New Haven, Connecticut 06519, U.S.A.
(203) 865-1737

Cost: \$500 per group per full-day session / \$300 per person for week-long trips / volunteer positions available

LANDMARK SCHOOL



UNNAMED BARQUE

Barque

LOA: 176' LWL: 153'
Beam: 31' Draft: 15'6"
Tons: 495
Sail Area: 12,000 sq. ft.
Sail Number:
Rig Height: 123'
Power: Diesel, 750 hp
Designer: Roger Long
Built: 1987-88

Founded in 1979, the Watermark Program has twice outgrown its ship! A new barque, which conforms to the U.S. Coast Guard sailing school vessel regulations, will be delivered in September 1988--capacity 60 students. Meanwhile, 45 male and female dyslexic students are undertaking a full school year of remedial high school and post-graduate studies aboard two 110' chartered schooners.

Remediation occurs through the combination of an intensive special curriculum and the structure, discipline, and cooperation which characterize shipboard life. Students take increasing amounts of responsibility for the ship, until student junior watch officers are named in the spring.

Landmark School students have sailed the Baltic, North, Mediterranean, and Caribbean Seas--as well as having made several Atlantic crossings. Future plans include a two-year around-the-world voyage.

In conjunction with Landmark School's 6-week summer sailing program, its small schooner, WHEN AND IF, sails Penobscot Bay in Maine--offering sailing, natural history, and a basic approach to cooperation, consideration and discipline. When not involved with Landmark programs, WHEN AND IF is available for whole boat charter. Educational offerings may be set up, if the charterer desires.



Waters: New England in summer/according to charter in winter

Season: Year Round

Contact: Watermark Program
Landmark School
Prides Crossing, Massachusetts 01965, U.S.A.
(617) 927-4440

Cost: Inquire

WHEN AND IF

Schooner

LOA: 63'5" LWL: 47'3"
Beam: 15'1" Draft: 8'8"
Tons: 30
Sail Area:
Sail Number:
Rig Height: 85'
Power: Diesel, 150 hp
Designer: John Alden
Built: 1939 - Wiscasset, Maine
Builder: Pendelton
Construction: Wood

Homeport: Manchester, Massachusetts, U.S.

MARINE SCIENCES UNDER SAILS

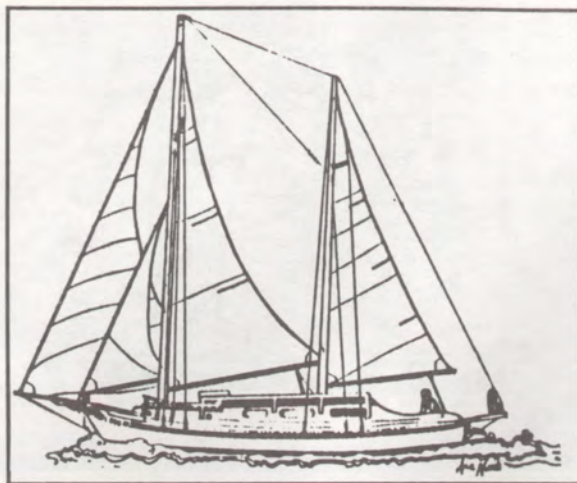
Sloops, Ketches, Yawls

(in a flotilla of up to 5 boats

--private, donated, or on loan)

LOA: range from 28' to 52'

Draft: shoal



Homeport: Hollywood, Florida, U.S.A.

The MARINE SCIENCES UNDER SAILS program is a non-profit marine education association for youth and adults interested in the sea and coastal zone. MSUS provides the opportunities for land-based coastal studies for school groups, as well as study cruises for adults to islands and countries in the Atlantic Ocean and Caribbean Sea. These are educational programs for fun and learning.

An objective of these marine education programs is to expose people to yet other facets of what the sea has to teach us--and to have fun while experiencing them. We emphasize marine sciences and history as the core of our program, but we also include studies associated with the art of cruising aboard sailing craft, such as seamanship, standing watches, keeping a log and making friends.

The individual by necessity is directly involved in the operation of the sailing craft and keeping watch over her and her cargo of fellow men and women while underway or at anchor in some isolated cove in the marine wilderness. All who sign aboard are expected to stand regular watches and to take their turn at cooking or polishing pots in the galley.

Adventure is another objective. We believe that real adventure has an undefinable influence on the human mind which might be an ingredient in short supply in our modern mechanized society. To this end we purposely do not plan any visits to large cities nor do we follow the itinerary of any tourist oriented luxury cruise.

In addition to having all safety equipment required by the U.S. Coast Guard, another safety factor is that two or more sailboats usually cruise together. At no time are these boats more than a few hours from each other.

Waters: Florida Keys, Bahamas, Gulf of Mexico, Caribbean Sea

Season: Year Round

Contact: Ned Webster, Director
Marine Sciences Under Sails
P.O. Box 3994
Hollywood, Florida 33023, U.S.A.
(305) 983-7015

Cost: Inquire

MERCHANT MARINE and MARITIME ACADEMIES

The United States Merchant Marine Academy and all of the state maritime schools have sail training programs for their students. Information on these schools and the ships which they operate follows.



GREAT LAKES MARITIME ACADEMY

1701 East Front Street
Traverse City, Michigan 49684
(616) 922-1200
RADM James F. McNulty, USMS

Elementary sail training is an integral part of the basic seamanship course for prospective licensed deck and engine officers in training at this regional maritime academy whose cadets are part of the Northwestern Michigan College student body. The Academy operates six puffer class day sailers.

MASSACHUSETTS MARITIME ACADEMY

P.O. Box D
Buzzards Bay, Massachusetts 02532
(617) 759-5761
Lt. Susan B. Crosby, Head Sailing Instructor

Massachusetts Maritime Academy offers cadets sail training in the areas of small boat handling, dinghy racing and ocean sailing. The programs are designed to develop in the cadets a sense of responsibility, leadership and a knowledge of environment and safety. Cadets sail the Academy yachts from Cape Cod Bay to Long Island Sound. In the 1986 Statue of Liberty celebration, cadets participated aboard WINDLASS. The Academy's fleet includes 25 small sailboats (420's, MIT Tech Dinghy's, O'Day/2's), as well as:

CADET PERSEVERANCE

Gallant Ketch

LOA: 53'

CLOVELLY

Quoddy Pilot Pinky Sloop

LOA: 30'

CADET PRIDE

Swan

LOA: 48'

SUNSHINE

O'Day Sloop

LOA: 37'

CADET SPIRIT

Sloop

LOA: 27'

WINDLASS

Ketch

LOA: 58'

CALIFORNIA MARITIME ACADEMY

P.O. Box 1392
Vallejo, California 93490
(707) 648-4200

MAINE MARITIME ACADEMY

Castine, Maine 04421
(207) 326-4311
MIDDIE'S PRIDE

PACIFIC MARITIME ACADEMY

709 Kelikui Street
Honolulu, Hawaii 96813
(808) 537-5717

STATE UNIVERSITY OF NEW YORK

MARITIME COLLEGE

Fort Schuyler, New York 10465
(212) 892-3000

TEXAS MARITIME ACADEMY

Galveston, Texas 77553
(409) 740-4400

U.S. MERCHANT MARINE ACADEMY

Kings Point, New York 11021

(516) 482-8200, ext. 396

LCDR Christopher J. McMahon, Sailing Master

The Merchant Marine Academy Sail and Power Squadron consists of a fleet of over 100 vessels of varying sizes and descriptions. All midshipmen at the U.S. Merchant Marine Academy, both deck officer graduates and engine officer graduates are required to participate in various courses that provide sail and power training. The U.S. Merchant Marine Academy Sailing Team ranks consistently among the top ten in the United States.

MYSTIC SEAPORT SAIL EDUCATION

JOSEPH CONRAD

Full-Rigged Ship

LOA: 153'7" LWL: 118'
Beam: 25' Draft: 14'9"
Tons: 203
Sail Area: 20 sails, 4 headsails
Sail Number:
Rig Height: 98'6"
Power: Diesel, 265 hp
Designer: Burmeister & Wain
Built: 1882 - Copenhagen, Denmark
Builder: Burmeister & Wain
Construction: Wood

Homeport: Mystic, Connecticut, U.S.A.



Mystic Seaport's Sail Education Program offers young people the rare experience of living aboard the square-rigged ship JOSEPH CONRAD as they learn sailing, seamanship, rowing, navigation, and the arts of the sailor. The emphasis is on learning by doing and working together as a crew, while living aboard this famous ship which is permanently berthed at Mystic Seaport Museum. Participants learn sailing, using one of the Museum's fleet of sailing dinghies, and enjoy tours and evening programs specially created to give you a feeling of shipboard and seaport life as it is today and was in the past. There are sessions for both beginners and intermediates. Thousands of young people have participated in the CONRAD Program—one of the oldest in the United States.

Built in Copenhagen in 1882 as the GEORG STAGE, this illustrious vessel served as training ship for the Danish merchant service until 1934, when she was purchased by the well-known Australian sea captain and author, Alan Villiers, renamed the JOSEPH CONRAD, and sailed around the world. During World War II, she was given to the U.S. Maritime Commission as a training ship. In 1947, she was deeded by Congress to Mystic Seaport. She has now been extensively refitted to serve as a permanently moored ship comfortably accommodating sixty with Navy-type bunks, ample toilet and shower facilities and electricity. The iron-hulled ship is also equipped with fire detection and heating/ventilating systems. There are separate quarters for group leaders and staff.

The CONRAD Program is open to individual boys and girls and organized groups ages 12 through 17. Applicants must have reached their twelfth birthday by January 1st of the year applied for. Organized groups must have one adult leader per ten participants. No prior sailing experience is required for beginner sessions—only a desire to participate and learn. Intermediate sessions are for those who have attended a previous beginner session or have had sailing experience. All must hold current Red Cross swimmers certification or its equivalent.

The CONRAD Program offers six and ten day sessions from mid-June until the end of August. A typical day begins at 6:30 A.M. with all hands rising and attending to clean-up detail. After a hearty breakfast, there is time for learning about the wind and current in the Mystic River, sailing, rowing, marlinspike seamanship, and exploring the Museum. Evenings are filled with chanter singing, a planetarium show, a cookout, or perhaps training aloft.

Waters: Dockside

Season: Mid-June through August

Contact: Education Department
Mystic Seaport Museum
Mystic, Connecticut 06355
(203) 572-0711, ext. 323

Cost: \$250 per person for 6-day session/\$490 per person for 10-day session (inquire about leaders)



BRILLIANT

Marconi Main Schooner

LOA:	61'8"	LWL:	49'
Beam:	14'8"	Draft:	8'10"
Tons:	30		
Sail Area:	2,400 sq. ft.		
Sail Number:	22		
Rig Height:	80'		
Power:	Diesel		
Designer:	Sparkman & Stephens		
Built:	1932 - City Island, New York, U.S.A.		
Builder:	Henry B. Nevins		
Construction:	Wood		

Homeport: Mystic, Connecticut, U.S.A.

The BRILLIANT Program is a sea-going learning experience. Either adults or teen-agers enjoy the adventure of saltwater cruising plus the practical application of safety, seamanship and navigation. Aboard the BRILLIANT the participants are the crew. Under the direction of the Captain and the mate, the crew performs the ship's work, including steering, sail handling, cooking and cleaning.

Schooner BRILLIANT is one of the finest sailing yachts ever built. She was launched in 1932 from the yard of Henry B. Nevins in City Island, New York. She has participated in several Bermuda races and, in 1933, made a transatlantic crossing from Block Island to Bishop's Rock in 15 days, 1 hour, 23 minutes--a record. In World War II she served with the Coast Guard and, after the war, was refitted as a yacht by Briggs S. Cunningham, who gave her to the Seaport in 1953 to use as a training vessel. She is equipped with a 97 hp diesel engine, ship-to-shore radio, radio direction finder, radar, and other up-to-date navigational aids. She carries 2,400 square feet of sail, and is inspected annually by the U.S. Coast Guard to ensure she fully meets safety requirements.

The BRILLIANT Program is open to individuals and organized groups of adults (age 20 and over) or teen-agers (ages 15 to 19), male and female. Teens must have reached their fifteenth birthday by January 1st of the year for which they apply. Youth groups shall consist of one adult leader and nine teens. No previous sailing experience is required for the coastwise cruises. Occasional ocean passages require some experience. All must be competent swimmers.

The BRILLIANT Program offers spring and fall cruises for adults, with cruises for teens during the summer months. A weekend cruise begins at 9:00 a.m. on Friday and ends at 4:00 p.m. on Monday. Six-day cruises begin at 4:00 p.m. on Sunday with the group coming aboard for an introduction before getting underway the next morning; they end at 4:00 p.m. on the following Friday. Longer cruises, up to ten days, are also scheduled.

Waters: Southern New England--occasionally Atlantic Ocean

Season: 4-day weekends in spring and fall (inquire about longer length)/6 and 10-day programs in summer

Contact: Education Department
Mystic Seaport Museum
Mystic, Connecticut 06355
(203) 572-0711, ext. 323

Cost: \$375-\$850, depending on length (limited scholarships available)

NAVAL ACADEMY SAILING SQUADRON



With a fleet of 130 sailing craft, the U.S. Naval Academy sets the standard for sail training within that service. Aside from basic training during plebe summer, the sailing program at the Academy now has three parts: intercollegiate competition, ocean racing and cruise credit.

Typically, the twelve 44-foot Luders yawls are split between the summer cruise program and the offshore race schedule. Officers-in-charge and their assistants, almost entirely faculty volunteers, are selected in the fall. Midshipmen sailing masters and executive officers are also determined at that time. Officer and second classmen training, both classroom and underway, starts before Christmas; this group is joined in the spring by the plebes selected from a large number of volunteers. Training culminates after exam week in the annual 360-mile qualifying cruise around the DelMarVa Peninsula--which is required of all Naval Academy yachts before summer ocean sailing.

During the summer program, each yawl is manned by five new third classmen, two new first classmen, and two officers. The third class crew members are relieved by a second group midway through the cruise, at which time the two first classmen exchange positions. The first classmen run their ships with the officers offering suggestions and having final responsibility for safety.

Insofar as possible, normal ship routine is carried out--from eight o'clock reports to inspections, as well as daily work on the syllabus. Each third classman has a required body of knowledge to acquire during the cruise, all in personnel standards (PQS) format. Areas of emphasis include: basic seamanship, navigation, engineering and leadership. Ocean racing follows this cruise credit program as practicable, but has to be more flexible.

Waters: Chesapeake Bay, Atlantic Ocean

Season: Year Round

Contact: Sailing Squadron
United States Naval Academy
Annapolis, Maryland 21402, U.S.A.
(301) 267-6100

Cost: Must be a student at the Academy.

NAVY SAILING

The Director of Navy Sailing for the U.S. Navy has placed training yachts in several areas where officer candidates are trained or junior officers are likely to be assigned for their first shore duty. The Director of Navy Sailing has developed a standardized curriculum for basic sailing for all Navy programs: "A", mate; and "B", skipper. He has also coded the skills and knowledge required for advancement through to "C", racing skipper; and "D", senior skipper. These levels of qualification are documented in a personal qualification system (PQS) and are promulgated from the Director's Annapolis office. An "E", master skipper, qualification has been added; it is available to senior skippers who have sailed at least 1,000 miles offshore as a skipper or watch captain in two or more races. These master skippers will be recognized as capable of racing a yacht safely anywhere in the world. The following is a list of the sail training yachts at Navy commands.

NAVAL STATION
Annapolis, Maryland 21402
GERONIMO
Ketch
LOA: 40'

SIR SCOTT
Sloop
LOA: 43'

NAVAL EDUCATION AND TRAINING CENTER
Newport, Rhode Island 02840
NEWPORT
Sloop
LOA: 49'

Also through the office of the Director of Navy Sailing, several colleges and universities have sail training programs established for their Naval Reserve Officers Training Corps. Information on these schools and the sail training yachts at each follows.

THE CITADEL
Charleston, South Carolina 29409
REBELLION REACH
Sloop
LOA: 41'

CORNELL UNIVERSITY
Ithaca, New York 14853
ALLIANCE
Yawl
LOA: 60'

FLORIDA A & M UNIVERSITY
Tallahassee, Florida 32307
CONQUEST
Sloop
LOA: 43'

GEORGIA TECH
Atlanta, Georgia 30332
TECH TACK II
Sloop
LOA: 25'

**HAMPTON ROADS/
OLD DOMINION UNIVERSITY**
Norfolk, Virginia 23508
CHESAPEAKE
Ketch
LOA: 51'

JACKSONVILLE UNIVERSITY
Jacksonville, Florida
DOLPHIN
Ketch
LOA: 53'

GREAT LAKES NAVAL TRAINING COMMAND
Great Lakes, Illinois 60088
BAY BEAR (charter)
Sloop
LOA: 42'

QUILL (charter)
Sloop
LOA: 33'

WILD ONION (charter)
Sloop
LOA: 38'

MAINE MARITIME ACADEMY
Castine, Maine 04421
INTREPID
Ketch
LOA: 42'

SANTEE
Ketch
LOA: 41'

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
Cambridge, Massachusetts 02139
(unknown)
Sloop
LOA: 41'

RICE UNIVERSITY
Houston, Texas 77001
SEA OWL
Ketch
LOA: 42'

**TEXAS A & M UNIVERSITY/
TEXAS MARITIME ACADEMY**
Galveston, Texas 77553
SPIRIT OF ST. LOUIS
Sloop
LOA: 41'

TULANE UNIVERSITY
New Orleans, Louisiana 60118
MAJESTIC
Sloop
LOA: 41'

UNIVERSITY OF CALIFORNIA
Berkeley, California 94720
WINDSONG (charter)
Ketch
LOA: 28'

NAVAL AIR STATION
Patuxent, Maryland 20670
SURPRISE
Sloop
LOA: 50'

AVIATION OFFICERS SCHOOL
Pensacola, Florida 32508
HERMES
Ketch
LOA: 44'

UNIVERSITY OF NORTH CAROLINA
Chapel Hill, North Carolina 27514
RAINBEAU
Ketch
LOA: 44'

UNIVERSITY OF OKLAHOMA
Norman, Oklahoma 73019
(unknown)
Sloop
LOA: 28'

UNIVERSITY OF PENNSYLVANIA
Philadelphia, Pennsylvania 19104
CENTAURUS
Ketch
LOA: 51'

UNIVERSITY OF SOUTH CAROLINA
Columbia, South Carolina 29208
SWAMP FOX
Sloop
LOA: 24'

UNIVERSITY OF SO. CALIFORNIA
Los Angeles, California 90089
CYANE
Ketch
LOA: 51'

UNIVERSITY OF WASHINGTON
Seattle, Washington 98195
JUST SO (charter)
Yawl
LOA: 41'

VIRGINIA POLYTECHNIC INSTITUTE
Blacksburg, Virginia 24061
ESPRIT DE CORPS
Sloop
LOA: 37'

NEW WAY

Single Topmast Schooner

LOA: 130' LWL: 96'
Beam: 23.5' Draft: 7.5'
Tons: 91
Sail Area: 5,000 sq. ft.
Sail Number: 5
Rig Height: 96'
Power: Twin 467 Detroit Diesels

Designer:
Built: 1939 - Key West, Florida, U.S.A.
Builder:
Construction: Wood

Homeport: Philadelphia, Pennsylvania



The vision quest--a challenging wilderness experience--represented the Plains Indian youth's passage from adolescence to adulthood. For angry and troubled Twentieth Century youths, there is often no clear-cut understanding of the responsibilities of adulthood; rather, there is the confusion of adolescence. VisionQuest provides programs that stress challenge, honor, self-discipline, and the work ethic.

The VisionQuest sailing camps and OceanQuest have proven themselves to be extremely effective. The basic tenets of sail training--development of a sense of responsibility, rigorous self-discipline, and respect for authority--are the basic treatment aims for a majority of troubled youth.

Generally, twenty wilderness camp graduates are tapped to participate in OceanQuest. Their first challenge is to complete an arduous nine-week basic training course. This specialty training, under the guidance of VisionQuest experts, stresses: a) theoretical and practical education--focus is on the youngster's individual education plan, with additional emphasis on ocean-related subjects such as marine ecology, oceanography, map/compass orientation, and astronomy; and b) training--staff and youths receive intensive training in water safety, swimming, and boating.

Currently the sailing program is based out of VisionQuest's camp at historic Ft. Mifflin, in Philadelphia. The 130-foot schooner NEW WAY is the training ship used.

Waters: Northeast U.S.A. and Canada in summer/Southeast U.S.A., Gulf Coast, Bahamas in winter

Season: Year Round

Contact: VisionQuest National, Ltd.
P.O. Box 447
Exton, Pennsylvania 19341, U.S.A.
(215) 524-0330

Cost: Must be referred by cooperating agency.

ROSE



Full Rigged Ship

LOA: 170' LWL: 105'
 Beam: 31'6" Draft: 12'6"
 Tons: 500
 Sail Area:
 Sail Number:
 Rig Height: 130'
 Power: Twin 671 GM Diesel

Designer:
 Built: 1969 and 70 - Lunenburg, Nova Scotia
 Builder:
 Construction: Wood

Homeport: Bridgeport, Connecticut, U.S.A.

ROSE was built two decades ago as a replica of a British frigate which was responsible for inflicting severe damage on Newport, Rhode Island during the Revolutionary War. She was used as a museum in that city for the next ten years. After several brief ownerships, she was acquired by a group of interested friends who formed the H.M.S. ROSE Foundation. In the last two years, extensive restoration work has been completed. Some 2,400 lineal feet of framing stock, 1,000 feet of 4x10 planking and 4,000 feet of 3x10 planking were replaced--and a new bowsprit and mizzen mast were installed.

With the restoration phase scheduled to be completed by the summer of 1987, attention has turned to formulation of a sail training program aboard the vessel. She is being outfitted to meet Coast Guard regulations for operation as a sailing school vessel. Her first voyage after the refitting will be in the spring of 1987 when she will visit many New England ports.

Waters: Southern New England

Season: May to October

Contact: H.M.S. ROSE Foundation, Inc.
 One Bostwick Avenue
 Bridgeport, Connecticut 06605, U.S.A.
 (203) 335-1433

Cost: Inquire

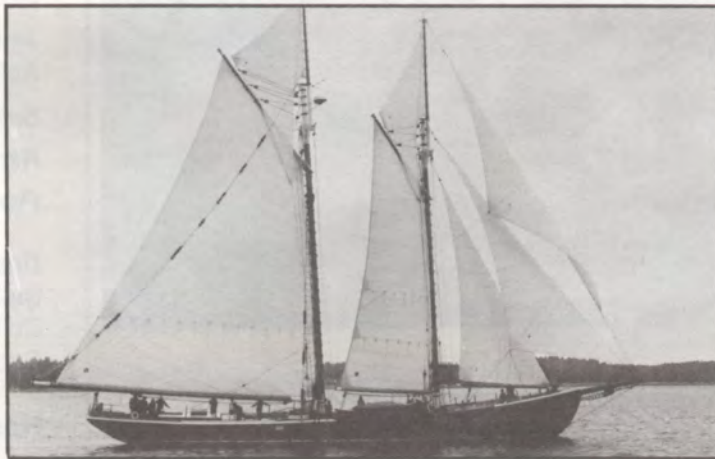
S.A.L.T.S.

ROBERTSON II

Original Grand Banks Fishing Schooner

LOA: 130' LWL: 105'
Beam: 22' Draft: 12'
Tons: 98
Sail Area: 5,637 sq. ft.
Sail Number:
Rig Height: 109'
Power: 6110 GM Diesel

Designer: McKay
Built: 1940 - Shelburne, Nova Scotia, Canada
Builder: McKay
Construction: Wood



Homeport: Victoria, British Columbia, Canada

In October 1986, S.A.L.T.S. Sail and Life Training Society launched its third sail training vessel, the PACIFIC SWIFT, to a crowd of 32,000 onlookers at "Expo '86." Designed specifically for offshore sail training, the topsail schooner is scheduled to be commissioned by 1988.

Based on Christian values, S.A.L.T.S. believes that training under sail can give the human spirit a real chance to develop and mature. Approximately 1,500 young people a year participate in programs aboard the Society's two training vessels: ROBERTSON II and the SPIRIT OF CHEMAINUS.

Flagship of the S.A.L.T.S. fleet is the ROBERTSON II, one of the last Canadian fishing schooners built. She was launched in 1940 in Nova Scotia and represents a valuable link with Canada's maritime past. Massively constructed of pine and oak, she originally worked the Grand Banks with twenty men and eight dories. In 1974 she set sail for Victoria to start life again as a sail training vessel for young people. Over the past few years she has been extensively re-fitted and restored to her historic rig.

At the heart of the Society's program lie the extended sailing trips which take place during the summer months. Young people from all walks of life come together and learn to live and work as a team despite differing social and economic backgrounds. Ten days in duration, each trip is made up of 20 to 30 trainees plus the regular ship's crew of master, mate, and watch officers. Trainees participate in every facet of shipboard life from bosun's chores to helmsmanship. In addition to the routine of the watch system, specific instruction in navigation and pilotage, seamanship, small boat handling and other nautical basics is provided.

The itinerary is planned to take full advantage of winds and tides and is adjusted to suit prevailing conditions; however, a typical passage could include a visit to Desolation Sound and some of British Columbia's spectacular "fjords" and remote island groups.

Waters: Pacific Northwest--offshore in 1988

Season: April to October

Contact: Captain Martyn J. Clark, Executive Director
S.A.L.T.S. Sail and Life Training Society
P.O. Box 5014, Station B
Victoria, British Columbia V8R 6N3, Canada
(604) 383-6811

Cost: \$45 (Canadian) per trainee per day



SPIRIT OF CHEMAINUS

Brigantine

LOA: 92'

LWL: 64'

Beam: 18'

Draft: 9'

Tons: 40

Sail Area:

Sail Number:

Rig Height:

Power:

Designer: Hull-Gloucester Sloop from Chappelle/Rig-R

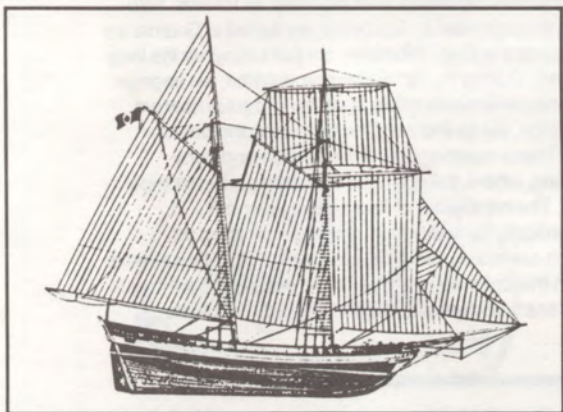
Built: 1985 - Chemainus, British Columbia, Canada

Builder: S.A.L.T. Society

Construction: Wood

Homeport: Victoria, British Columbia, Canada

Launched in September, 1985, the SPIRIT OF CHEMAINUS joins the ROBERTSON II in providing sail training to hundreds of young people annually. Inspired by the brigantine, CADBORO, the first such rig to enter Victoria Harbour in 1837, and modelled on the hull lines of a Gloucester sloop, the SPIRIT OF CHEMAINUS re-captures the beauty of line and form represented by the last days of sail. In 1986, the brigantine acted as the official flagship for Vancouver Island--combining sail training with an ambassadorial role.



PACIFIC SWIFT

Topsail Schooner

LOA: 111'

LWL: 78'

Beam: 20'6"

Draft: 10'

Tons: 98

Sail Area:

Sail Number:

Rig Height:

Power:

Designer: Traditional

Built: 1986-Vancouver, British Columbia, Canada

Builder: S.A.L.T.S. Society

Construction: Wood

Homeport: Victoria, British Columbia, Canada

Waters: Pacific Northwest--offshore in 1988

Season: April to October

Contact: Captain Martyn J. Clark, Executive Director
S.A.L.T.S. Sail and Life Training Society
P.O. Box 5014, Station B
Victoria, British Columbia V8R 6N3, Canada
(604) 383-6811

Cost: \$45.00 (Canadian) per day per trainee

SEA EXPLORING

There are many active Sea Explorer troops within the Boy Scouts of America. Several maintain sail training vessels; the ones we know about are listed below.

ORANGE COUNTY COUNCIL, B.S.A.
1931 West Coast Highway
Newport Beach, California 92663
(714) 760-1632
Andrew T. Fitzpatrick, Sea Base Director

ARGUS

Topsail Ketch
LOA: 92'

This former Baltic cargo vessel (built in Denmark in 1908) now sails the Southern California coast and Channel Islands, offering one-day, weekend or week-long sail training cruises for groups of twenty Boy Scouts and members of other similar youth organizations. In addition to the ketch, the council also operates Sabots, Lido 14's, and Solings.



NAUSET SEA EXPLORERS, B.S.A.
P.O. Box 1236
Orlenas, Massachusetts 02653
(617) 255-8150
Michael F. Allard, Skipper

PICARA

Sloop
LOA: 36'

This year the Nauset Sea Explorer group celebrates its fortieth year. This program teaches seamanship and sailing to 14 to 20 year olds through education and annual cruises along the New England coast. While on extended cruises, each scout takes part in every aspect of the voyage, from cooking and planning meals to navigation to sail repair (if needed) to actually sailing the boat. The group has chartered for a week-long cruise in the Virgin Islands each winter, as well as undertaking summer cruises along the New England coast. They also operate two 17' sailboats and a 21' Boston whaler outboard. They have participated in such "Tall Ships" gatherings as New York's World's Fair in 1964, Montreal's Expo in 1967, the U.S. Bicentennial in 1976 and Boston's 300th Birthday in 1980.

SEA SCOUT SHIP NO. 84
P.O. Box 400
Southport, Connecticut 06490
(203) 259-3689
Ben Hawks, Skipper

RESOLUTION

Yawl
LOA: 40'

Ship 84 has been in existence for fifty years. It started about 1928 with a small steel boat, about seventeen feet long, on which they scheduled short trips up the Connecticut River. Presently, the group sails a 1968 Bermuda 40-Hinkley. One of the explorers describes their activities as follows: "We schedule one long cruise, which usually lasts about two to three weeks. Last year, we sailed to Gramman Island, Canada. The year before that, we sailed to Chesapeake Bay. When we are not sailing on the long cruise, we schedule short trips around Long Island Sound. During the fall and winter months, we engage in work trips raking leaves or fixing other boats. The money which we collect from these trips is how we pay for our expenses throughout the year. In the springtime, we spend our time preparing the boat for the sailing summer. We hold meetings every Monday. These meetings last for one hour and thirty minutes. The first half hour is called the business meeting, where the dues are collected and work trips are scheduled or any other new business is conducted. The remainder of the meeting is spent educating. Safety and knowledge are the best two ingredients for sailing, before actually hitting the water. We now have twelve members of our ship, which are mixed five girls and seven boys. Ben Hawks is our Skipper and Eric Walisthred is our first mate. With this crew, our watch system would probably work like this: 4 hours on, 4 hours off: crew #1 - second mate, ass't. boatswain, hands; crew #2 - first mate, boatswain, hands. Ship's motto: Talk is cheap."

SEA SCOUT SHIP NO. 97
5271 Forty fifth Avenue, S.W.
Seattle, Washington 98136
(206) 932-0971
John E. Kelly, Skipper

YANKEE CLIPPER

Gaff Ketch
LOA: 44'

The ship is used to train youth, 14 to 18 years of age, in all nautical skills, i.e.: sailing, seamanship, navigation, aquatics, communications, leadership—as well as citizenship and character building. She participated in ASTA activities in both Vancouver and Seattle during the Captain Cook Bicentennial in 1978, in the Expo '86 "Salute to the Sailor" event, and is a member of the Washington Centennial flotilla of classic vessels. The council also uses a 26' Soling, a 14' C-Lark & Lido, and a 10' Sea Scouter.

The following Sea Explorer groups are ones we know maintain yachts for training purposes:

OTETIANA COUNCIL, B.S.A.
474 East Avenue
Rochester, New York 14607

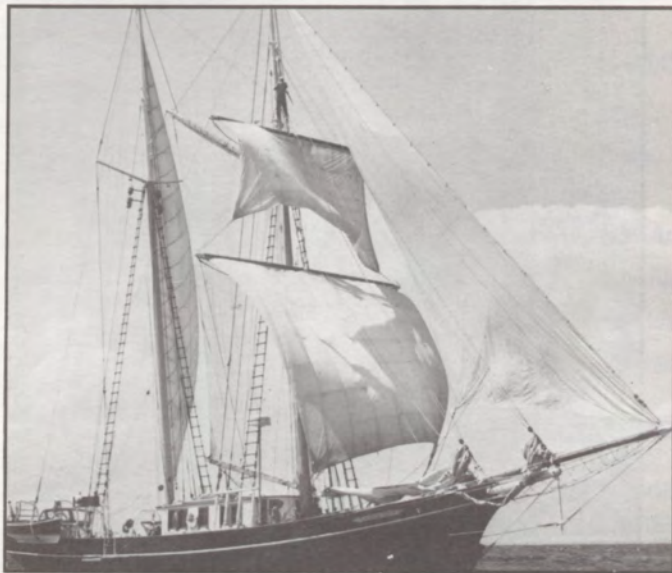
LOTUS

Gaff Schooner
LOA: 47'

TALL PINE COUNCIL, B.S.A.
202 East Boulevard Drive
Flint, Michigan 48503

PREVAILING WINDS

TABOR BOY



Schooner

LOA: 92' LWL: 82'6"

Beam: 21'9" Draft: 11'

Tons: 99.9

Sail Area: 6,800 sq. ft.

Sail Number:

Rig Height:

Power: GM Diesel, 225 hp

Designer:

Built: 1914 - Amsterdam, The Netherlands

Builder:

Construction: Iron

Homeport: Marion, Massachusetts, U.S.A.

TABOR BOY has been engaged in sail training since 1954 as a seagoing classroom for students in a special four-year Marine Science Program at Tabor Academy. Offshore voyaging and oceanographic studies go together in the curriculum, with cruises to places as far as Bermuda adding adventure to the experience. Many Tabor Academy graduates go on to the Merchant Marine, Naval or Coast Guard Academies.

The schooner also offers three-week summer cruises to boys, ages 14 to 17. During this time (longer than most programs offer), the sixteen trainees are fully involved in sail handling, ship operations, navigation and seamanship. Harbor festivals and port visits along the New England coast highlight time spent ashore.

Waters: New England in summer/Offshore Atlantic Ocean during school year (Halifax to Virgin Islands)

Season: Year round

Contact: Tabor Academy
Marion, Massachusetts 02738, U.S.A.
(617) 748-0590

Cost: \$1,175 per person for 3-week summer session (applicants are expected to have personal interview)

TORONTO BRIGANTINES

PATHFINDER and *PLAYFAIR*

Brigantines

LOA: 72' LWL: 45'
Beam: 15'6" Draft: 7'6"
Tons: 39 and 45
Sail Area: 4,400 sq. ft.
Sail Number: 15
Rig Height: 44'
Power: Diesel, 100 bhp

Designer: Francis MacLachlan
Built: 1964 and 1974 - Kingston, Ontario, Canada
Builder: Kingston Shipyards
Construction: Steel

Homeport: Toronto, Ontario, Canada



Both *PATHFINDER* and *PLAYFAIR* were designed as sail training vessels to carry up to eighteen trainees for a character building experience. In a progression of learning-by-doing activities, young people are encouraged to take on more and more responsibility for boat handling and maintenance.

Applicants are accepted at 14 years of age, sailing in either the *PATHFINDER* or *PLAYFAIR*, with possible advancement to officer/trainer in later teen years. Summer Adventure Afloat programs are designed to give a sense of freedom in an atmosphere of friendly discipline. Shipmates learn to depend on one another and on themselves. New skills in boat handling and the importance of teamwork contribute special satisfactions. In the winter months, many trainees are actively involved in ongoing maintenance programs. Family participation is encouraged with adult/youth cruises and shoreside program.

Waters: Lake Ontario, other Great Lakes, St. Lawrence River

Season: Adventures Afloat from May through September/maintenance program in winter

Contact: Toronto Brigantines, Inc.
283 Queens Quay West
Toronto, Ontario M5V 1A2, Canada
(416) 364-9949

Cost: \$450 per person for 12-day session/\$500 per group for 4-hour sail (\$300 for youth groups)



WESTWARD

Staysail Schooner

LOA: 125' LWL: 84'

Beam: 22' Draft: 13'

Tons: 138

Sail Area: 7,000 sq. ft.

Sail Number:

Rig Height:

Power: Diesel, 350 hp

Designer: Eldridge McInnis

Built: 1960 and 61 - Lemwerder, Germany

Builder: Abeking & Rasmussen

Construction: Steel

Homeport: Woods Hole, Massachusetts, U.S.A.

Sea Semesters on research vessel WESTWARD offer college students a most complete marine education experience. Combining studies ashore and at sea in marine sciences, maritime affairs, and nautical science, WESTWARD's seagoing classroom attracts prominent scientists and educators, and students compete for admission to this special program. Aboard ship, the twenty-four students stand eight hours of watch and attend two hours of lectures each day. Their research projects are designed ashore to be carried out aboard this special laboratory afloat.

Students spend the first half of Sea Semester in Woods Hole receiving classroom and laboratory instruction in the following ocean-related courses.

Introduction to Oceanography (3 credits). Oceanographic concepts are introduced and developed from their bases in biology, physics, chemistry and geology. The course provides a broad background in oceanography. Independent study projects developed ashore are carried out during the Sea Component.

Introduction to Maritime Studies (3 credits). A multidisciplinary study of the history, literature and art of our maritime heritage, and the political and economic problems of contemporary maritime affairs.

Introduction to Nautical Science (3 credits). An introduction to the technologies of operation at sea. The concepts of navigation (piloting, celestial and electronic), naval architecture, ship construction, marine engineering systems and the physics of sail are taught from their basis in astronomy, mathematics and physics.

Students spend the second half of the Sea Semester aboard the research vessel WESTWARD, enrolled in Oceanographic Laboratory I (Basic-4 credits) and Oceanographic Laboratory II (Advanced-4 credits). Theories and problems raised in the shore component are tested in the practice of oceanography at sea aboard a modern 125-foot staysail schooner, equipped for oceanographic data collection, staffed by scientists and professional officers. Students are instructed in the operation of basic oceanographic equipment, in the methodologies involved in the collection, reduction, and analysis of oceanographic data, and in the attendant operations of a sailing oceanographic research vessel.

Waters: Northwestern Atlantic in summer/Caribbean and Gulf of Mexico in winter

Season: Year Round

Contact: Sea Education Association
P.O. Box 6
Woods Hole, Massachusetts 02543, U.S.A.
(617) 540-3954

Cost: \$6,800 per semester

NOT PICTURED

Full Time Sail Training Ships

NATOMA

Ketch

LOA: 58'

University of California
307 Administration Building
Irvine, California 92717, U.S.A.
Captain D. Scully

BERNICE J

Skipjack

Echo Hill Outdoor School
Still Pond Neck
Whorton, Maryland 21678, U.S.A.

GYPSY QUEEN

Skipjack

ST. LAWRENCE II

Brigantine

LOA: 60'

Brigantine, Inc.
239 Albert Street
Kingston, Ontario K7L 3V4, Canada
Mr. Samuel S. Lazier

SEA BREEZE II

Chesapeake Skipjack

LOA: 40'

Marine Institute of Southern California
321 Fillmore Street
Pasadena, California 91106, U.S.A.
Dr. James L. Gladson

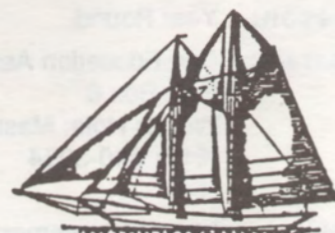
(818) 449-0420

VARUA

Brigantine

LOA: 93'

Ocean Research Under Sail
P.O. Box 1167
Monterey, California 93942, U.S.A.
Captain Russell Nilson



FLEET IN REVIEW

Part Time Sail Training Ships

Ship	# of		Page Cadets Waters	Alternate Use	LOA	Rig
ALEXANDRIA	36	10	Potomac River, Chesapeake Bay	Public Relations	125'	Topsail Schooner
AMERICAN EAGLE	46	28	Maine Coast, Penobscot Bay	Passenger	92'	Gaff Schooner
APPLEDORE	37	6	Canada and New England	Passenger	86'	Single Topmast Schooner
BEHEMOTH	37	6	East Coast of U.S.	Commercial	65'	Gaff Schooner
BILL OF RIGHTS	38	32	Southern New England	Passenger	151'	Gaff Topsail Schooner
BLACK PEARL	38	12	New York Harbor, Atlantic Ocean	Museum	72'	Brigantine
BLUENOSE II	39	12	Nova Scotia, Atlantic & Pacific	Public Relations	161'	Gaff Schooner
BOWDOIN	40	12	Maine to Boston	Passenger	88'	Schooner
ELIZABETH II	41	24	North Carolina Coast	Museum	69'	Barque
FYRDRACA	42	12	Chesapeake Bay	Yacht	32'	Square-Sail Sloop
HARVEY GAMAGE	43	27	Atlantic Ocean	Passenger	115'	Schooner
HERITAGE OF MIAMI	44	11	Florida Keys, Bahamas	Passenger	70'	Schooner
LADY MARYLAND	48	2	Chesapeake Bay	Museum]	96'	Gaff Schooner
MAINE	42	6	Maine	Public Relations	53'	Pinky Schooner
MARYLAND DOVE	48	12	Chesapeake Bay	Museum	62'	Barque
MEKA II	50	6	Southern U.S. - Atlantic	Passenger	54'	Brigantine
MINNIE V	49	24	Patapsco River, Baltimore Harbor	Commercial	69'	Skipjack
MYSTIC CLIPPER	51	44	Southern New England	Passenger	125'	Schooner
MYSTIC WHALER	51	44	Southern New England	Passenger	125'	Schooner
NIGHTHAWK	50	5	Chesapeake Bay, Florida	Passenger	82'	Schooner
NORFOLK REBEL	51	3	Atlantic Ocean	Commercial	46'	Gaff Schooner
PERSEVERANCE	53	6	Maine	Public Relations	26'	Pinkie Schooner
PHOENIX	54	30	Long Island Sound	Passenger	70'	Schooner
PILGRIM	55	20	Pacific Ocean	Museum	121'	Brig
PILOT	53	16	Pacific Ocean	Passenger	150'	Gaff Topsail Schooner
PIONEER	56	12	New York Harbor, Atlantic Ocean	Public Relations	102'	Schooner
PROVIDENCE	57	12	New England/Florida	Passenger	110'	Topsail Sloop
RACHAEL AND EBENEZER	58	21	Long Island/Florida, Bahamas	Passenger	105'	Schooner
RED JACKET	60	6	Puget Sound	Passenger	72'	Staysail Schooner
RICHARD ROBBINS	59	16	Hudson River, Raritan Bay	Passenger	80'	Schooner
ROMANCE	60	20	Caribbean	Passenger	90'	Brigantine
SHEILA YEATES	61	10	Lake Superior	Passenger	66'	Gaff Ketch
SHENANDOAH	61	29	Long Island to Nantucket	Passenger	108'	Topsail Schooner
SPIRIT OF MASSACHUSETTS	62	18	Atlantic Ocean	Public Relations	125'	Schooner
TAR BABY	63	5	Southern New England	Yacht	51'	Schooner
VOYAGER	64	20	Southern New England	Passenger	65'	Schooner
YOUNG AMERICA	63	24	New Jersey-Atlantic Ocean	Museum	130'	Brigantine

ALEXANDRIA

Topsail Schooner

LOA: 125'

LWL: 80'

Beam: 22'

Draft: 9'2"

Tons: 176

Sail Area:

Sail Number:

Rig Height: 85'

Power: Diesel, 200 hp

Designer:

Built: 1928

Builder:

Construction: Wood

Homeport: Alexandria, Virginia, U.S.A.



ALEXANDRIA, ex. LINDO, was acquired in 1983 by the Alexandria Seaport Foundation, a non-profit corporation registered in Virginia. The objective of the foundation is to promote public interest in this historic seaport, once the third largest in the U.S.! The Foundation also provides historical and educational benefits to the public by providing nautical training for youth and other interested residents of the City.

Through the use of the ALEXANDRIA, the Foundation is developing a program devoted to promoting sail training as an educational and character-building experience for young people--as well as educating them in maritime traditions. The Foundation recognizes that sail training is viewed by educators of most major nations as a valuable tool in learning. None of its disciplines are artificial. Wind, water, sail, tide and currents are real. Probably no other situation drives home as well as the concept of individual responsibility with a group seeking a common goal and all is presented in a genuine, visible framework and has the basic spice of carefully controlled risk. Since the arrival of ALEXANDRIA in that city in June of 1983, the Foundation has undertaken and accomplished great strides in establishing a sail training program.

In addition to sail training, the Foundation has several outreach programs. They have sponsored lectures for adults and assemblies in local schools. They also have an ongoing program of training for volunteers to qualify them as docents on board ALEXANDRIA. With the renewal of the Alexandria waterfront area largely completed, this program is a fitting response to public interest.

Waters: Potomac River, Atlantic Ocean

Season: April to October

Contact: Alexandria Seaport Foundation
P.O. Box 3318
Alexandria, Virginia 22302
(703) 549-7078

Cost: Inquire

APPLEDORE



Single Topmast Schooner

LOA: 86' LWL: 58'
 Beam: 19' Draft: 9'
 Tons: 40
 Sail Area: 2,500 sq. ft.
 Sail Number: 6
 Rig Height: 86'
 Power: Fort Leman Diesel, 85 hp

Homeport: Bristol, Maine, U.S.A.
Waters: Canada and New England in summer
 Florida and Caribbean in winter
Season: Year Round
Contact: Good Ship APPLEDORE, Ltd.
 Route #1, Box 72
 Round Pond, Maine 04564, U.S.A.
 (207) 529-5196

Cost: Inquire

... chartered by various colleges as a platform for oceanographic research, with students helping in ship's routine and standing sea watches; ship is extensively equipped for scuba diving and has qualified dive instructors on board.

BEHEMOTH



Gaff Schooner

LOA: 67' LWL: 48'
 Beam: 13' Draft: 4'6"
 Tons: 15
 Sail Area:
 Sail Number:
 Rig Height: 56'
 Power:

Homeport: Charleston, South Carolina, U.S.A.
Waters: U.S. East Coast--south to the Caribbean Sea

Season: Year Round
Contact: Carolina Schooner Association
 P.O. Box 348
 Ft. George Island, Florida 32226, U.S.A.

Cost: \$35 per person per day--less for long term

... a Chesapeake Bay oyster dredge of the last century, restored by volunteers and actively sailed--unlike most museum ships.

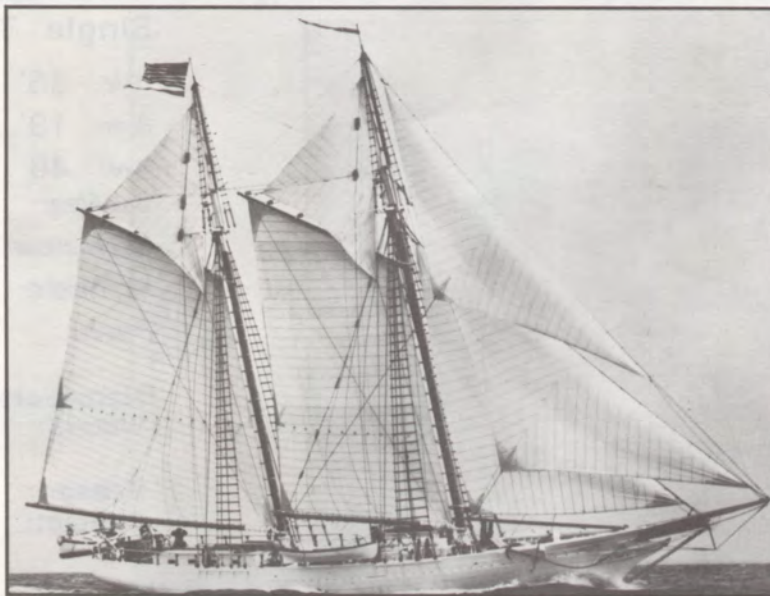
BILL OF RIGHTS

Gaff Topsail Schooner

LOA: 151' LWL: 87'
 Beam: 24'6" Draft: 10'5"
 Tons: 99.8
 Sail Area: 6,300 sq. ft.
 Sail Number:
 Rig Height: 115'
 Power: Yawl Boat

Homeport: Newport, Rhode Island,
Waters: Southern New England

Season: May 1st to November 1st
Contact: Captain Joseph M. Davis
 Schooner BILL OF RIGHTS
 P.O. Box 477
 Newport, Rhode Island 02840, U.S.A.
 (401) 849-4980
Cost: \$295 for 3-day cruise/\$550 for 1-week



...a favorite among the passenger schooners, seen frequently in Newport Harbor carrying trainee apprentices as crew.

BLACK PEARL

Hermaphrodite Brig

LOA: 72'6" LWL: 59'
 Beam: 15'6" Draft: 8'3"
 Tons: 27
 Sail Area: 1,991 sq. ft.
 Sail Number: TS/US 33
 Rig Height: 55'
 Power:

Homeport: New York City, New York, U.S.A.
Waters: New York Harbor

Season: May to October
Contact: Brigantine BLACK PEARL, Inc.
 P.O. Box 11096, Glenville Station
 Greenwich, Connecticut 06830, U.S.A.

Cost: Inquire



... participated in many "Tall Ships" under her former owner, ASTA's founder Barclay H. Warburton, III; now sails in New York Harbor, with volunteers maintaining her and looking forward to new participation in sail training activities.



BLUENOSE II

Gaff-rigged Schooner

LOA:	161'	LWL:	112'
Beam:	27'	Draft:	16'
Tons:	285		
Sail Area:	12,550 sq. ft.		
Sail Number:			
Rig Height:	125'		
Power:	Twin Diesel		
Designer:	Traditional		
Built:	1963 - Lunenburg, Nova Scotia, Canada		
Builder:	Smith & Rhuland, Ltd.		
Construction:	Wood		

Homeport: Halifax, Nova Scotia, Canada

The original schooner BLUENOSE was built in 1921, a typical Grand Banks fishing schooner from Nova Scotia. In those days, a schooner's sole objective was no longer simply to get her cod to market quickly in order to realize a good price: her main concern was a good performance in the big International Fishermen's Races between Canada and the U.S.A. BLUENOSE won the Cup for Canada several times and became so famous that, like the maple leaf, she was depicted on stamps and coins as a national emblem. Later, she had to be sold and continued to sail as a trader in the West Indies, where she ran on a coral reef in 1946 and became a total loss.

BLUENOSE II was built in memory of the original schooner, from the original plans and by the same yard. The only difference lies in the accommodation plan; this time, the space of the hold is taken up by comfortable cabins for passengers and crew. The navigation instruments are of the most up-to-date type. She serves today as a goodwill ambassador for the Province of Nova Scotia, participating in "Tall Ships" events throughout the Western Hemisphere. BLUENOSE's contribution to sail training is mainly through the seamen apprentices who serve as part of the crew, learning as they work.

Waters: Nova Scotia and beyond

Season: April to November

Contact: Nova Scotia Department of Tourism
P.O. Box 456
Halifax, Nova Scotia B3J 2R5, Canada
(902) 424-5000

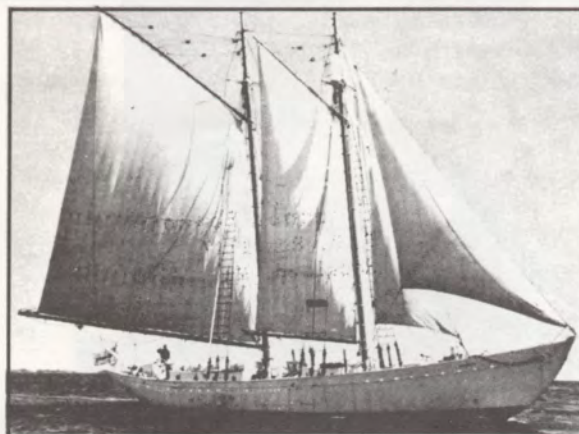
Cost: Inquire

BOWDOIN

Schooner

LOA: 88' LWL: 74'
Beam: 21' Draft: 9'6"
Tons: 66
Sail Area: 2,900 sq. ft.
Sail Number:
Rig Height: 65'
Power: Cummins Diesel, 190 hp

Designer: William Hand
Built: 1921 - East Boothbay, Maine, U.S.A.
Builder: Hodgdon Brothers Shipyard
Construction: Wood



Homeport: Rockland, Maine, U.S.A.

BOWDOIN was the first vessel to be certified under the Sailing School Vessels Act of 1982. This achievement seems especially fitting for a unique schooner which has already played a significant role in Arctic exploration and research. Shortly after his participation in the discovery of the North Pole, Admiral Donald B. MacMillan was marooned in North Greenland for four years--until a rescue ship strong enough to penetrate the ice arrived. During that time, he planned a schooner on which to carry forward his work of exploring the uncharted ice-jammed waters at the top of the world. Built soon thereafter, BOWDOIN completed twenty six voyages to North Atlantic waters during the next thirty five years. During this time, she logged 300,000 miles while serving as a learning laboratory for hundreds of young people. Many "firsts" were accomplished in these years: circumnavigation of Foxe Basin (northeast of Hudson Bay), survey of Refuge Harbor (North Greenland), use of airplanes beyond the Arctic Circle, transmission of a radio message from the Arctic--to name a few.

After almost ten years of "retirement" at Mystic Seaport during the 1960's, the schooner was purchased by a group of MacMillan friends, who formed the Schooner BOWDOIN Association. She was patched into sailing shape and used for another ten years for local transits. Then it was agreed that BOWDOIN must have major restoration work. For four years, she was painstakingly dismantled; then over another four she was lovingly rebuilt to her original scantlings. Along the way, she was upgraded in order to conform to the Coast Guard regulations for sailing school vessels.

Today, with the characteristic ice barrel on her foremast, the schooner operates out of Rockland, Maine. Because of her original intention for cold northern waters, she is an extremely sturdy vessel and very well suited to use as a training ship. Her sail training program is currently in the formulation process, but should be in progress by the summer of 1987.

Waters: Maine to Boston

Season: May through October

Contact: Schooner BOWDOIN Association, Inc.
P.O. Box 1117
Rockland, Maine 04841, U.S.A.
(207) 594-2301

Cost: Inquire



ELIZABETH II

Barque

LOA: 69'

LWL: 58'6"

Beam: 17'

Draft: 8'3"

Tons: 97

Sail Area: 1,920 sq. ft.

Sail Number: Six

Rig Height: 72'

Power: Wood

Designer: W.A. Baker and Stanley Potter

Built: 1983 - Manteo, North Carolina, U.S.A.

Builder: O. Lie-Nielsen

Construction: Wood

Homeport: Manteo, North Carolina, U.S.A.

ELIZABETH II is a public vessel owned and operated by the State of North Carolina and maintained at the ELIZABETH II State Historic Site. Built with private funds to commemorate America's 400th Anniversary, ELIZABETH II is representative of those vessels which brought the first English colonists to settle on these shores during the Roanoke Voyages. Between 1584 and 1587, Sir Walter Raleigh sponsored three voyages to the New World. The first was to reconnoiter the area while the second was to establish a military colony. Founding a settlement was the objective of the third voyage. ELIZABETH II is named for a vessel which sailed from Plymouth, England to Roanoke Island in the second expedition in 1585. She probably carried mariners, colonists and supplies to be used in establishing a military garrison to support England's claim to the New World.

Training aboard ELIZABETH II is based at her homeport of Manteo, North Carolina. Classroom instruction, dockside training and involvement with maintenance and interpretative programs are preliminary to training under sail during the spring and fall seasons. The ship's boat, SILVER CHALICE, is utilized for underway training; it also travels with ELIZABETH II when she sails. Programs are now being planned to expand youth training and include daysails during all seasons.

Friends of ELIZABETH II, Inc. is the primary support group dedicated to training volunteers to serve as crew during cruises to coastal North Carolina ports. Membership in this non-profit group is a requirement for all crew. Benefits include free admission, guest passes, ship's store discounts and the newsletter "Bos'n's Call."

Waters: North Carolina Coast

Season: Spring and Fall

Contact: Capt. Horace Whitfield
ELIZABETH II State Historic Site
P.O. Box 155
Manteo, North Carolina 27954, U.S.A.
(919) 473-1144

Cost: Must be volunteer with organization.

FYRDRACA

Square-Sail Sloop

LOA: 32' LWL: 29'
 Beam: 9' Draft: 2'
 Tons: 6
 Sail Area: 240 sq. ft.
 Sail Number:
 Rig Height: 24'
 Power: None

Homeport: Oakley, Maryland, U.S.A.
Waters: Chesapeake Bay

Season: March to November
Contact: Longship Company, Ltd.
 Oakley Farm
 Avenue Post Office, Maryland 20609
 (301) 769-2627



Cost: Must be Member - \$30 for students; \$60 regular

... on this replica of a small Ninth Century warship, members go back in time to relive Viking life under sail and at port visits and pageants.

MAINE

Pinky Schooner

LOA: 53' LWL: 40'
 Beam: 12' Draft: 5'6"
 Tons: 24
 Sail Area: 1,500 sq. ft.
 Sail Number:
 Rig Height:
 Power: Diesel

Homeport: Bath, Maine, U.S.A.
Waters: Maine--occasionally southern New England

Season: May to October
Contact: Mr. John Burke, Director
 Maine Maritime Museum Apprenticeshop
 963 Washington Street
 Bath, Maine 04530, U.S.A.
 (207) 442-7401

Cost: Must be student at the Apprenticeshop.



... built by students between 1981 and 1985, she is a roving ambassador for the Maine Maritime Museum at special events, in addition to her basic use for sail training.

HARVEY GAMAGE



Schooner

LOA: 115' LWL: 80'
Beam: 23'7" Draft: 9'7"
Tons: 129
Sail Area: 4,200 sq. ft.
Sail Number:
Rig Height: 91'
Power: Diesel, 120 hp
Designer: McCurdy and Rhodes
Built: 1972-73 - Maine
Builder: Harvey Gamage Shipyard
Construction: Wood

Homeport: Rockland, Maine, U.S.A.

On HARVEY GAMAGE, about thirty people live in a world that is 95 feet long and 24 feet wide. Great demands are made on one's time; there is little privacy, and participants find few of the accustomed comforts. These trials are compensated for many times over by the rewards of an active life at sea, however, and the sense of accomplishment realized from succeeding in the type of endeavour that exists for most people only in dreams. During training cruises, everyone is involved in all phases of ship operation, learning navigation and seamanship, and becoming better shipmates.

1987 SCHEDULE:

1. VOYAGES FOR EDUCATORS interested in the "Voyage of the Mimi" curriculum. Instruction throughout the voyage, video and computer support. Includes option for three credits from Lesley College Graduate School. Trips sponsored by Marine Curriculum Exchange. Boston departures - June 28, July 5, July 12, July 19, July 26. Cost is \$715 (\$895, with three graduate credits).
2. WHALE WATCHING / STUDY PROGRAMS for serious Naturalists/Observers. Deep ocean trips with visits to Stellwagen Bank, Great South Channel, Georges Bank or Jeffreys Ledge as the feeding areas dictate. Trip will include lectures by a resident Biologist and support material, films, etc. Boston departures - June 14, July 21, August 2. Cost is \$715.
3. NAVIGATION PRACTICUM is an opportunity to practice and learn piloting and celestial navigation at sea. A week of concentrated work and instruction. Boston departures - August 9, August 16, August 23. Cost of \$715 includes course materials and references (\$595 for non-participating spouses or companions).
4. OCEAN STATE MARITIME WEEK. A sea going rally for sailing vessels and an opportunity for youth and their families to participate in friendly competition. Organized by the American Sail Training Association. August 30th-September 6th. Cost is \$595 for adults; \$495 for young adults.
5. WINTER VACATION WHALE WATCH/STUDY, NAVIGATION and EDUCATIONAL CRUISES from St. Thomas, U.S. Virgin Islands.

Waters: Atlantic Ocean and Caribbean Sea

Season: Year Round

Contact: Ms. Marge O'Conner
Dirigo Cruises
39 Waterside Lane
Clinton, Connecticut 06413, U.S.A.
(800) 845-5520/(203) 669-7068

Cost: See Above

HERITAGE OF MIAMI

Gaff Schooner

LOA: 70' LWL: 56'

Beam: 16' Draft: 6'

Tons: 54

Sail Area: 2,100 sq. ft.

Sail Number: US/TS 76

Rig Height: 65'

Power: 453 GM Diesel, 150 bhp

Designer: Fred Whittier

Built: 1964 - Cay Abaco

Builder: William H. Albury

Construction: Wood



Homeport: Miami, Florida, U.S.A.

The Official Tall Ship of the City of Miami, HERITAGE was the last schooner built at Man o' War Cay in Abaco. She is a replica of the hardy schooners that ran guns and other supplies during the Union blockade of the Confederate States during the Civil War, and in peacetime served as pilot ships, sailing out to meet the big square riggers and guiding them safely into the harbor. Named ESPERANTO ("Grand Turk") by her original owner, she served for twelve years in the charter trade.

In 1975, she was bought by her present owner, Captain Joseph A. Maggio, who named her WILLIAM H. ALBURY after her builder and renovated her for participation in the 1976 "Tall Ships" Race. She represented the Bahamas in that event, as well as the "Tall Ships" programs of 1980 and 1982. The schooner was proclaimed as Miami's official flagship in March of 1986 and christened with her new name two months later. She participated in the Statue of Liberty festivities, visiting several ports in the Chesapeake Bay and Potomac River. HERITAGE OF MIAMI was the second vessel to receive certification by the U.S. Coast Guard as a sailing school vessel.

Up to eleven trainees, from age 13 and up, share all shipboard responsibilities, standing four-hour watches. Courses involve learning by doing in the areas of piloting, seamanship and shipboard life. Credit is offered by arrangement. Trainees are encouraged to completely run the ship under the Captain's direction.

Waters: Florida Keys, Bahamas

Season: Year Round

Contact: Captain Joseph A. Maggio
HERITAGE OF MIAMI, Inc.
Dinner Key Marina, Pier 2
Miami, Florida 33133
(305) 858-6264

Cost: \$650 per person per week (groups by arrangement)

LADY MARYLAND



Gaff-rigged Schooner

LOA: 96' LWL: 74'3"
Beam: 22' Draft: 6'8"
Tons: 60
Sail Area: 2,943 sq. feet
Sail Number: Four
Rig Height: 80'
Power: Twin Diesel, 85 hp
Designer: Thomas Gillmer
Built: 1985 - 86 -- Baltimore, Maryland, U.S.A.
Builder: Lady Maryland Foundation, Inc./Peter Bou
Construction: Wood

Homeport: Baltimore, Maryland, U.S.A.

LADY MARYLAND is a full size replica of a pungy--an elegant work boat used to haul perishable cargo and luxury items quickly from port to port around the Chesapeake Bay during the 19th century. As country cousin of the famed Baltimore Clippers, she has the sharp lines of these famous schooners--modified for the variable winds and depths of the Chesapeake. Conceived by educators, LADY MARYLAND was built and launched in Baltimore's Inner Harbor.

LADY MARYLAND is still a work boat, but instead of watermelon and oysters, she carries a cargo more precious--school children. Her mission is to provide Maryland school children with the opportunity to experience sailing a schooner on the Chesapeake Bay while learning American history, sailing, economics, and the ecological principles which govern the Chesapeake Bay estuary. While aboard, students learn by sight and experience much about these interrelated subjects. They see those places where much of Maryland's rich history took place. They observe the forces that challenge the integrity of the Chesapeake Bay. They sense the economics of trade, shipping, and the natural resources of the Chesapeake Bay.

The LADY MARYLAND Foundation has developed a flexible educational program which can fit the needs of a variety of school groups. Designed to highlight the academic disciplines of history, economics and science while students become involved in hands-on sailing, the program has a number of core activities which can be supplemented by the staff, as necessary. Teachers and group leaders are aided in the development of specific units with resource materials provided by the LADY MARYLAND staff.

School groups may take advantage of LADY MARYLAND's programs with either full day or evening sail programs. LADY MARYLAND carries up to thirty five passengers for educational trips. In addition, a small number of day and evening trips have been reserved for adult and corporate sail programs. LADY MARYLAND has special live-aboard programs for weekends. One and two-week live-aboard sail training programs have been developed for the summer.

Waters: Chesapeake Bay

Season: March through November

Contact: Tom Shouldice, Executive Director
LADY MARYLAND Foundation, Inc.
601 Light Street
Baltimore, Maryland 21230, U.S.A.
(301) 837-0862

Cost: Inquire

MAINE SCHOONER

AMERICAN EAGLE

Gaff-rigged Schooner

LOA: 92'4" LWL: 78'
Beam: 19'6" Draft: 11'4"
Tons: 70
Sail Area: 4,000 sq. ft.
Sail Number:
Rig Height: 82'
Power: Diesel, 193 bhp



Designer:
Built: 1930 - Gloucester, Massachusetts, U.S.A.
Builder: United Sail Loft
Construction: Wood

Homeport: Rockland, Maine, U.S.A.

For more than fifty years, AMERICAN EAGLE was a working fishing schooner out of Gloucester, Massachusetts. Then she was purchased by Captain John Foss and extensively rebuilt (at the North End Shipyard where he and Doug and Linda Lee have worked wonders in lovingly restoring several old wooden sailing ships) for the passenger trade. She was designed for seaworthiness and speed and her recent refitting added comfort and convenience.

The Yankee coast is famous for its unspoiled, beautiful and rugged scenery. It is an area of lively bays with a summer breeze, encircling harbors at the glassy still of evening or early morning. AMERICAN EAGLE fits right in, gliding into anchor after a varied day of sailing. While underway, participants might have seen seals and porpoises--or even an osprey soaring overhead. There are coves to explore in the ship's rowing boats and a chance for a walk ashore after dinner. There is room for games at the galley tables, an evening singing in the main cabin back aft around the stove, or on deck to simply stretch out and enjoy sea and sky. And, of course, there is always the opportunity to pitch in and do sailing work with the crew during the day.

AMERICAN EAGLE is fully certified by the U.S. Coast Guard as a passenger-carrying vessel, and is available for sail training by group charter for those wishing more concentration on marlinspike seamanship.

Waters: Maine Coast, Penobscot Bay

Season: May through October

Contact: Captain John Foss
Schooner AMERICAN EAGLE
P.O. Box 482
Rockland, Maine 04841, U.S.A.
(207) 594-8007 / (207) 594-7617

Cost: Inquire

FLEET

ADVENTURE

Schooner

Captain Alan Talbot
Yankee Schooner Cruises
P.O. Box 696
Camden, Maine 04843

(207) 236-5559

ANGELIQUE

Gaff Ketch

LOA: 95'

Captain Michael Anderson
P.O. Box 736
Camden, Maine 04843

(207) 236-8873

HERITAGE

Captains Doug and Linda Lee
P.O. Box 482-A
Rockland, Maine 04841

(207) 594-8007

ISAAC H. EVANS

Captain Ed Glaser
P.O. Box 482-A
Rockland, Maine 04843

(207) 594-8007

J & E RIGGIN

Schooner

LOA: 89

Captain Dave Allen
P.O. Box 571-B
Rockland, Maine 04841

(207) 594-2923

LEWIS R. FRENCH

Schooner

LWL: 65'

Captain Dan Pease
P.O. Box 482-A
Rockland, Maine 04841

(207) 594-8007

MARY DAY

Captain H. S. Hawkins
P.O. Box 798-E
Camden, Maine 04843

(207) 236-2750

MISTRESS, MATTIE

and **MERCANTILE**

Schooners

LOA: 40'-80'

Captain Ray Williamson
Maine Windjammer Cruises, Inc.
P.O. Box 617
Camden, Maine 04843

(207) 236-2938

NATHANIEL BOWDITCH

Schooner

LOA: 108'

Captain Gib Philbrick
P.O. Box Y
Harborside, Maine 04642

(207) 236-4098

ROSEWAY

Schooner

LOA: 135'

Captain Jim Sharp
Yankee Schooner Cruises
P.O. Box 696
Camden, Maine 04843

(207) 236-5559

SHERMAN ZWICKER

Schooner

LOA: 142'

Captain George H. McEvoy
11 Road's End
Boothbay Harbor, Maine 04538

(207) 633-4215

STEPHEN TABER

Gaff Schooner

LWL: 68'

Captain Ken and Ellen Barnes
70 Elm Street
Camden, Maine 04843

(207) 236-3520

SYLVINA W. BEAL

Knockabout Schooner

LOA: 78'

Mr. Robert K. Stewart
Equinox Schooners
P.O. Box 8532
Portland, Maine 04104

(207) 829-6444

TIMBERWIND

Schooner

LOA: 70'

Captain Bill Alexander
P.O. Box 247
Rockport, Maine 04856

(207) 236-9063

MARYLAND DOVE

Barque

LOA: 62'

LWL: 52'

Beam: 16'

Draft: 6'6"

Tons: 42

Sail Area: 1,965 sq. ft.

Sail Number:

Rig Height: 69'

Power: None

Designer: William Avery Baker

Built: 1977-78 -- Cambridge, Maryland, U.S.A.

Builder: James B. Richardson

Construction: Wood

Homeport: St. Mary's City, Maryland, U.S.A.

Constructed with public and private funds, contributed to this bicentennial project, the Maryland DOVE is an authentic re-creation of the DOVE, a 17th Century merchant ship which sailed to Maryland as part of the first colonization voyage in 1634. The Maryland DOVE is primarily engaged as a working exhibit at Historic St. Mary's City, which is a living history museum that preserves and interprets the site of Maryland's first capital.

The vessel also operates as a travelling exhibit educating the public about Maryland's early Colonial history. Volunteer crew assist in sailing the vessel to ports within the Chesapeake. The program is designed primarily for adults who receive training in sailing an archaic vessel which includes handling square sails, marlinspike seamanship, watch standing, navigation, modern safety procedures, and maritime history.

The program at Historic St. Mary's City ensures the survival of a maritime heritage that goes to the very beginnings of American history.

Waters: Chesapeake Bay

Season: March through December

Contact: Captain Eric Speth
Maryland DOVE
P.O. Box 39
St. Mary's City, Maryland 20686, U.S.A.
(301) 862-0960

Cost: Must be volunteer with museum.





MINNIE V

Skipjack

LOA: 69'

LWL: 45'

Beam: 16'

Draft: 3'

Tons: 12

Sail Area:

Sail Number:

Rig Height:

Power:

Designer:

Built: 1906 - Wenona, Maryland, U.S.A.

Builder:

Construction: Wood

Homeport: Baltimore, Maryland, U.S.A.

MINNIE V is part of America's last fleet of working sail, dredging oysters from Chesapeake Bay in the winter and providing harbor tours and educational programs in the summer. She is owned by the City of Baltimore and managed by the Radcliffe Maritime Museum of the Maryland Historical Society. The summer programs are operated by Ocean World Institute, Inc., a private, non-profit organization.

Groups of young people participate in the Maritime Baltimore Daytrips, hoisting sail and steering this classic vessel through the old port section of Baltimore, for an unforgettable social studies experience. History, economics and geography come to life as they observe the flow of national and world commerce and discover landmarks that played key roles in American history. Teachers or group leaders are supplied with very helpful packets of Maritime Baltimore teaching exercises in advance of the visit so that the group can make the most of a very unique program.

The day begins at the Museum of Industry on Key Highway, where the group sees a restored steam tugboat, experiments with old-time cargo handling implements, and then boards MINNIE V for a harbor sail. First stop is Fells Point, Baltimore's original seaport, and home base for the ship pilots, tugboats and supply stores that serve the harbor today. An audio visual presentation here sets the stage for the remainder of the day's activities. Under sail for two hours, the participant now see Fort McHenry, containership terminals, grain and coal docks, shipyards, and manufacturing plants where sugar, soap, fertilizer, chrome and steel are produced. Along the way, they learn something of the life of a sailor, and the importance of the maritime world to their own lives. Ashore again, the remainder of the program takes in Baltimore's famous Inner Harbor, where group members get a breathtaking view from the Top of the World observation floor, and tour the Frigate CONSTELLATION, Lightship CHESAPEAKE and Submarine TORSK.

Waters: Patapsco River

Season: May through September

Contact: Mr. Robert Keith
Ocean World Institute, Inc.
831 South Bond Street
Baltimore, Maryland 21231, U.S.A.

Cost: \$350 per group per day/\$175 per group per half day (up to 24 persons)

MEKA II

Brigantine

LOA: 54' LWL: 34'
 Beam: 12'6" Draft: 7'
 Tons: 19
 Sail Area: 1,350 sq. ft.
 Sail Number:
 Rig Height: 43'
 Power: Diesel

Homeport: Beaufort, North Carolina, U.S.A.

Waters: North Carolina and north in summer
 Florida and Caribbean in winter

Season: Year Round

Contact: Sinbad
 Pirate-Privateer School
 P.O. Box 705
 Beaufort, North Carolina 28516, U.S.A.
 (919) 728-7123

Cost: \$80 per trainee per day



... "followin' in th' wake o' great pirates an' privateers" while covering practical seamanship and navigation in hands-on adventure.

NIGHTHAWK

Schooner

LOA: 82' LWL:
 Beam: 20' Draft: 5'11"
 Tons: 45
 Sail Area: 2,000 sq. ft.
 Sail Number:
 Rig Height: 61'
 Power: Twin Diesels, 120 hp each

Homeport: Baltimore, Maryland, U.S.A.

Waters: Chesapeake Bay in summer
 Florida in winter

Season: Year Round

Contact: Martin D. Weiss
 Schooner NIGHTHAWK Cruises, Inc.
 P.O. Box 38153
 Baltimore, Maryland 21231, U.S.A.
 (301) 327-SAIL

Cost: Inquire



... captures the traditions of 19th Century sailing, with modern comforts, on cruises offering fun, sun and adventure.

NORFOLK REBEL



Gaff-Rigged Schooner

LOA: 46' LWL: 44'9"

Beam: 12' Draft: 5'

Tons:

Sail Area:

Sail Number:

Rig Height: 65'

Power: Diesel

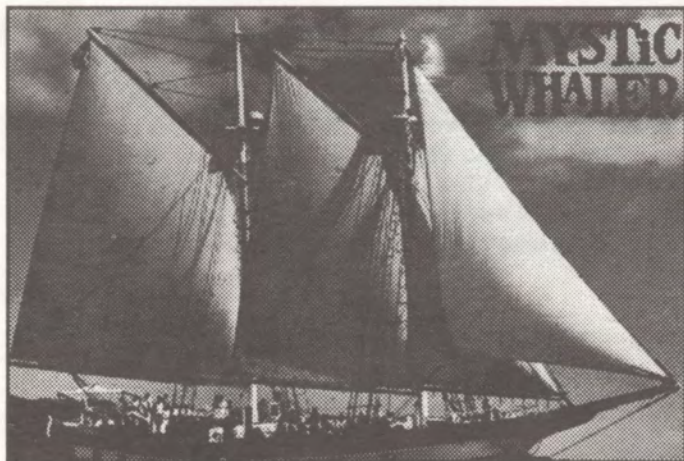
Homeport: Norfolk, Virginia, U.S.A.
Waters: Atlantic Ocean

Season: June to September
Contact: Rebel Marine Services
1553 Bayville Street
Norfolk, Virginia 23503, U.S.A.
(804) 588-6022

Cost: Inquire

... Captain Lane Briggs' "tugantine" is a favorite flagship for sail-assisted working vessels--credited with a "circumnavigation of Virginia," with sail training and "Tall Ships" events along the way, in 1984.

OUT O' MYSTIC CRUISES



MYSTIC CLIPPER and MYSTIC WHALER

Schooners

LOA: 125' LWL: 86'

Beam: 26' Draft: 7'6"

Tons: 100

Sail Area: 5,700 sq. ft. and 3,500 sq. ft.

Sail Number:

Rig Height: 78' and 94'

Power: GM 6-71 Diesels

Homeport: Mystic, Connecticut, U.S.A.
Waters: Southern New England

Season: May to November
Contact: Ms. Rita Schmidt
Out o' Mystic Schooner Cruises
P.O. Box 487
Mystic, Connecticut 06355, U.S.A.
(203) 536-4218

Cost: Inquire

... these two well-found schooners take passengers on cruises of various lengths; they enjoy working with various youth groups on a charter basis.

OCEAN TRAINING and EXERCISE GROUP



"Ocean Exercises" was started in 1984 by Gordon Coombs to provide initial ocean experiences to those serious coastal sailors who wanted to make their first ocean passage. It was not our purpose to teach basics. In three years, the program conducted thirty seven passages with one hundred eighty different people on board as crew. One person who crewed with Gordon to Bermuda in 1985 made the same passage single-handed in his own boat the next year!

To provide the same services in 1987 and future years, the organization is now in the process of becoming "Ocean Experience and Training Group - O.T.E.G." O.T.E.G. has one hundred seven berths available during twenty-one passages aboard three vessels in 1987. Voyages include the U.S. East Coast to Bermuda, Nova Scotia and the United Kingdom.

By its very nature, O.T.E.G. must screen and qualify applicants. This is done with detailed data forms, attendance at workshops and interviews. Some passages have much higher requirements than others, and some passages require prior participation in a shakedown cruise. The final decision is made by the Captain and owner of each vessel for each passage. There is a belief that crews need to be "balanced."

1987 SPECIFICS

	RAINBOW	RIGHTS OF MAN	RUNAWAY
	Sloop	Ketch	Cutter
<i>LOA:</i>	40'	45'	58'
<i>Beam:</i>	14'	14'	16'
<i>Tons:</i>	11	13	20
<i>Power:</i>	Diesel	Diesel	Diesel
<i>Built:</i>	1984	1977	1978
<i>Construction:</i>	Fiberglass	Fiberglass	Fiberglass

Waters: Eastern Atlantic, including Bermuda

Season: May to August

Contact: Captain Gordon Coombs
Ocean Exercises and O.T.E.G.
80 Waverly Street
Cheshire, Connecticut 06410, U.S.A.
(203) 272-2379

Cost: Inquire

PERSEVERANCE



Pinkie Schooner

LOA: 37'

LWL: 26'

Beam: 9'

Draft: 4'

Tons:

Sail Area:

Sail Number:

Rig Height:

Power:

Homeport: Rockport, Maine, U.S.A.

Waters: Maine

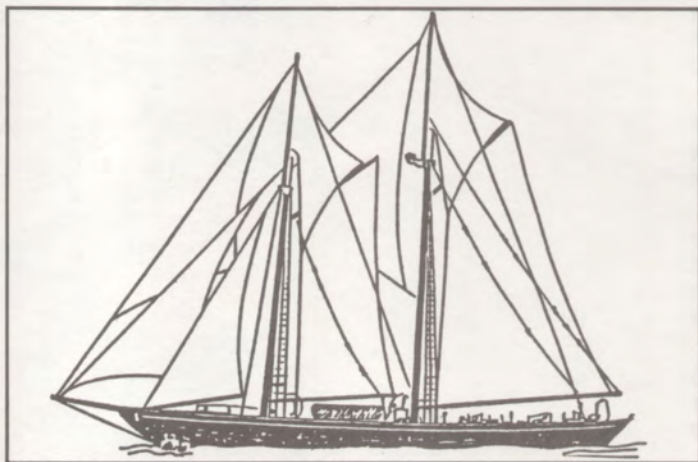
Season: June to September

Contact: Lance R. Lee, Director
The Rockport Apprenticeshop
Sea Street
Rockport, Maine 04856, U.S.A.
(207) 236-6071

Cost: Must be student at the Apprenticeshop.

... the traditions of quality wooden boatbuilding, and sailing, are highlighted in Lance Lee's pride and joy.

PILOT



Gaff Topsail Schooner

LOA: 150'

LWL: 125'

Beam: 25'2"

Draft: 13'

Tons: 140

Sail Area: 11,000 sq. ft.

Sail Number:

Rig Height: 86'6"

Power: Twin GM M-6110 Diesels

Homeport: Long Beach, California, U.S.A.

Waters: Pacific Ocean--occasionally, Atlantic Ocean

Season: Year Round

Contact: Hy Hunter
12001 Highwater Road
Granada Hills, California 91344, U.S.A.
(818) 366-6742

Cost: \$100 per person per day

... similar in design and construction to the famous American fishing schooners of the first part of this century, currently being outfitted to conform to U.S. Coast Guard regulations for sailing school vessels.

PHOENIX

Schooner

LOA: 70'

LWL: 48'

Beam: 16'

Draft: 5'6"

Tons: 50

Sail Area: 1,300 sq. ft.

Sail Number: APL

Rig Height: 50'

Power: Diesel, 80 hp

Designer:

Built:

Builder:

Construction:

Homeport: Mt. Sinai, New York, U.S.A.



Seasonal educational and environmental trips for the Board of Cooperative Educational Services of Nassau County in New York and other independent educational organizations and school districts--as well as daily excursions and private charters.



Waters: Long Island Sound

Season: March through November

Contact: Captain Greg Brazier
American Phoenix Lines
37 Shell Road
Rocky Point, New York 11778
(516) 744-2353

Cost: Inquire



PILGRIM

Brig

LOA:	121'	LWL:	98'
Beam:	23'	Draft:	8'6"
Tons:	99		
Sail Area:	7,600 sq. ft.		
Sail Number:	13		
Rig Height:	96'		
Power:	B & W Alpha Diesel		
Designer:	Raymond Wallace		
Built:	1945 - Denmark		
Builder:	A. Nielsen		
Construction:	Wood		

Homeport: Dana Point, California, U.S.A.

The PILGRIM of Dana Point is a full-scale replica of the ship immortalized by Richard Henry Dana in his American seafaring classic "Two Years Before the Mast." The ship has been fully restored by the Orange County Marine Institute and is kept in sailing condition by her all-volunteer crew of twenty-three.

During the academic year, the Orange County Marine Institute offers a unique program in "Living History" for upper elementary and junior high school students. Living history aboard the PILGRIM is a dramatic re-creation of life aboard ship as seen by Richard Henry Dana in 1834. Young "green hands" perform the everyday tasks of a seaman under the heavy hand of a stern Captain. The program is fully subscribed and operates over two hundred nights each year.

In summer, the PILGRIM's decks come alive with the sight and sound of the sea as audiences seated aboard are entertained by Gilbert and Sullivan's "H.M.S. Pinafore" and "Pirates of Penzance," as well as other performances with nautical themes.

In October, the PILGRIM challenges all comers in the Southern California "Tall Ships" Competition--a gathering of some half-dozen large ships operating in local waters. Participating ships race in a staggered start amid a flotilla of spectator boats along some forty miles of coastline. The race is carried live on local television and serves to draw attention to a significant local maritime heritage.

The PILGRIM is dedicated to a unique brand of "sail training" that combines cultural activities and hands-on education with actual experience under sail. Those who work with her through the Orange County Marine Institute believe that "Sometimes the best way to see the future is to glimpse the past."

Waters: Dana Point Harbor and environs

Season: Year Round

Contact: Dr. Stanley Cummings
Orange County Marine Institute
P.O. Box 68
Dana Point, California 92629, U.S.A.
(714) 496-2274

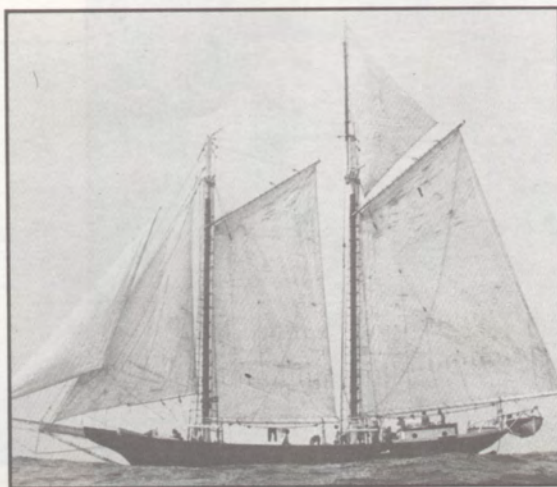
Cost: \$30 per person per day

PIONEER

Schooner

LOA: 102' LWL: 56'6"
Beam: 21' Draft: 4'8"
Tons: 43
Sail Area: 3,000 sq. ft.
Sail Number: 4
Rig Height: 61'9"
Power: Diesel, 65 bhp

Designer:
Built:
Builder:
Construction:



Homeport: New York City, New York, U.S.A.

PIONEER is South Street Seaport's only active sailing vessel and, as a result, she has a very busy schedule.

During the summer, she sails five times a day with at least one of the volunteers from the schooner's sail training program aboard. Day sailors get to help the Captain and crew on "City Edges" and other educational tours of New York Harbor.

During the fall, working cruises are planned in Long Island Sound and Chesapeake Bay.

Waters: New York Harbor, Long Island Sound, Atlantic Ocean, Chesapeake Bay

Season: May through October

Contact: South Street Seaport Museum
207 Front Street
New York, New York 10038, U.S.A.
(212) 669-9400

Cost: Inquire



PROVIDENCE

Topsail Sloop

LOA:	110'	LWL:	59'
Beam:	20'	Draft:	10'6"
Tons:	68		
Sail Area:	3,470 sq. ft.		
Sail Number:			
Rig Height:	96'10"		
Power:	Diesel, 170 hp		
Designer:	Charles W. Wittholz		
Built:	1976 - Melville, Rhode Island, U.S.A.		
Builder:	Seaport '76 Foundation		
Construction:	Fiberglass		

Homeport: Newport, Rhode Island, U.S.A.

Seaport '76 is a non-profit foundation dedicated to stimulating interest in our maritime heritage and to providing sail training to young people. Sloop PROVIDENCE was built to carry out these goals--with members of Sea Explorer Ship 76, as well as under charter to other organizations for youth. In addition to up to twelve trainees during overnight group charters, two or three apprentices are embarked for a minimum of four weeks each during the summer months.

Sloop PROVIDENCE is a reproduction of the Revolutionary warship that was distinguished in action during that period and was the first command of John Paul Jones. In addition to sail training and historic/patriotic events, sloop PROVIDENCE has sailed to Pennsbury, the ancestral home of William Penn; to Annapolis to participate in the ceremony to issue the John Paul Jones commemorative stamp; and to Yorktown for the 200th Anniversary of the Battle of Yorktown.

Waters: Narragansett Bay and New England Coast in summer
Florida in winter

Season: Year Round

Contact: Seaport '76 Foundation
P.O. Box 76
Newport, Rhode Island 02840, U.S.A.
(401) 846-1776

Cost: \$350 per person per week/\$500 per group for half-day sail

RACHAEL AND EBENEZER

Schooner

LOA: 105' LWL: 60'
Beam: 19' Draft: 9'
Tons: 73
Sail Area: 2,300 sq. ft.
Sail Number:
Rig Height: 75'
Power: Diesel, 120 hp

Designer:
Built:
Builder:
Construction:

Homeport: New York, New York, U.S.A.



This traditional schooner can accommodate twenty-one overnight guests and forty six for day excursions. Fully Coast Guard certified.

1987 SCHEDULE:

1. Through April - regular daily schedule from Key West, Florida--available for charters of any length in the Keys or Bahamas.
2. June through August - two and three-day trips from Greenport, Long Island, New York
3. August through October - three-day trips from Newport, Rhode Island
4. Ocean State Maritime Heritage Week - a sea going rally for sailing vessels provides an opportunity for youth and their families to participate in friendly competition under sail. Organized by the American Sail Training Association. August 30th-September 6th. Cost is \$595 for adults; \$495 for young adults.

Waters: Long Island and Block Island in summer
Key West and Bahamas in winter

Season: Year Round

Contact: Dirigo Packet Co.
39 Waterside Lane
Clinton, Connecticut 06413, U.S.A.
(203) 669-7068

Cost: Inquire



RICHARD ROBBINS

Schooner

LOA: 80' **LWL:** 50'
Beam: 19' **Draft:** 5'
Tons: 54
Sail Area: 2,500 sq. ft.
Sail Number:
Rig Height: 50'
Power: Perkins Diesel, 85 hp
Designer:
Built: 1902 - Greenwich, New Jersey, U.S.A.
Builder: William Parsons
Construction: Wood

Homeport: Alpine, New Jersey, U.S.A.

Schooner RICHARD ROBBINS was built in 1902 as an oyster dredger on Delaware Bay, a role she filled until she was put into the windjammer cruise business in Maine in 1967. In 1978 she was bought by a new owner and moved to Lake Champlain to reintroduce the age of sail to that most historic and scenic area.

In 1984, the ship was purchased by Captain Alan Jadro and returned to New Jersey. Currently, RICHARD ROBBINS offers passengers and training groups weekend and one-day cruises along the Hudson River, around New York Harbor, in Raritan Bay and off Sandy Hook. She is offered to charter groups of up to sixteen, all of whom should be over 15 years of age. Trainees engage in normal deck work, line handling, setting sails, plotting courses and galley duties. Private parties are also a specialty.

Waters: Hudson River, Raritan Bay, Long Island Sound

Season: May through October

Contact: Classic Sail Windjammer Co., Inc.
 P.O. Box 340
 River Edge, New Jersey 07661, U.S.A.
 (201) 265-9510

Cost: \$189 per person for 2-day cruise; \$35-\$75 per person for 1-day outing

RED JACKET

Staysail Schooner

LOA: 72' LWL: 50'
Beam: 14' Draft: 8.5'
Tons: 22
Sail Area: 2,000 sq. ft.
Sail Number: AA18
Rig Height: 72'
Power:

Homeport: Port Townsend, Washington, U.S.A.
Waters: Puget Sound, San Juan Islands

Season: May to October
Contact: Pacific Clipper Cruises
P.O. Box 243
Port Townsend, Washington 98368, U.S.A.



Cost: Inquire

... in addition to summer vacation cruises, special interests in marine science, art and photography--as well as basic cruising and seamanship--are offered.

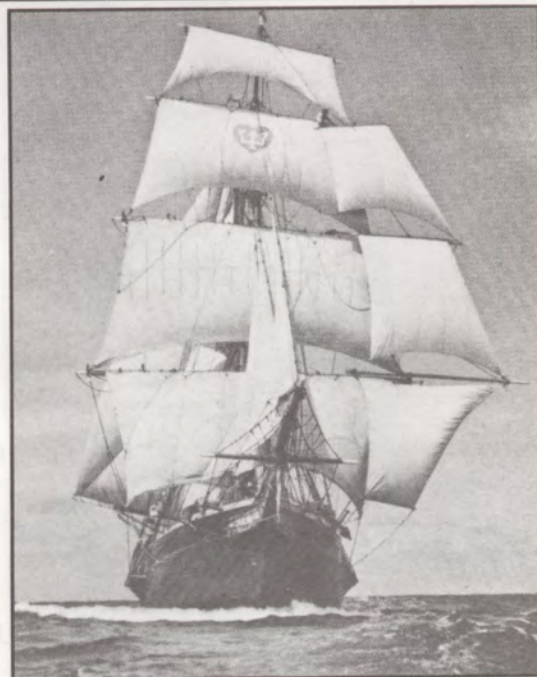
ROMANCE

Brigantine

LOA: 90' LWL: 70'
Beam: 22' Draft: 8'
Tons: 88
Sail Area: 4,480 sq. ft.
Sail Number: 16
Rig Height: 75'
Power: B & W Alpha Diesel, 150 hp

Homeport: St. Thomas, U.S. Virgin Islands
Waters: Caribbean--occasional longer voyages

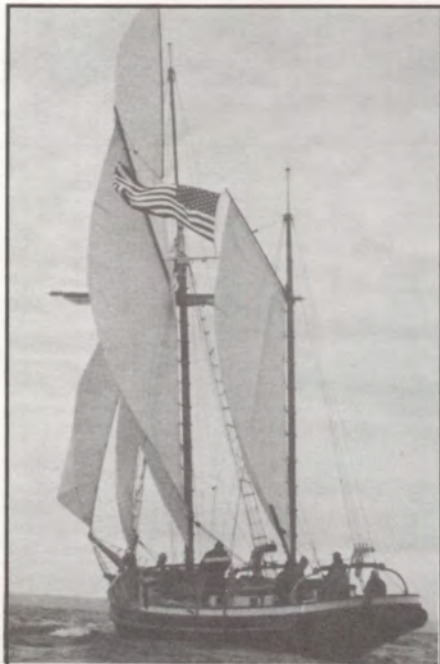
Season: November through August
Contact: Kimberley Cruises
P.O. Box 5086
St. Thomas, Virgin Island 00801, U.S.A.
(809) 774-4811



Cost: \$75 per person per day--discounts to groups of 16 or more

... the Kimberleys' warm welcome keeps passengers and training groups happy cruising under sail--whether ranging around-the-world or in favorite Caribbean waters.

SHEILA YEATES



Gaff-rigged Ketch

LOA: 66'

LWL: 43'

Beam: 15'

Draft: 6'2"

Tons:

Sail Area: 1,350 sq. ft.

Sail Number:

Rig Height:

Power:

Homeport: Grand Portage, Minnesota, U.S.A.

Waters: Lake Superior--occasionally the Atlantic Ocean

Season: June to September

Contact: Tim Carlson

901 Marshall Street, N.E.

Minneapolis, Minnesota 55413, U.S.A.

(612) 379-9690

Cost: \$350 per person per week

...active in sail training since 1976; recent highlights have included a voyage to Greenland and participation in the Statue of Liberty festivities in 1986.

SHENANDOAH



Topsail Schooner

LOA: 108'

LWL: 100'

Beam: 23'

Draft: 11'

Tons: 85

Sail Area: 7,000 sq. ft.

Sail Number:

Rig Height: 94'

Power: Yawl Boat

Homeport: Vineyard Haven, Massachusetts, U.S.A.

Waters: Long Island to Nantucket

Season: Mid-June through mid-September

Contact: Coastwise Packet Co., Inc.

P.O. Box 429

Vineyard Haven, Massachusetts 02568, U.S.A.

(617) 693-1699

Cost: Inquire

... the familiar profile of this traditional schooner is a favorite of passengers and youth training groups.



BLUENOSE II

Gaff-rigged Schooner

LOA: 161' LWL: 112'

Beam: 27' Draft: 16'

Tons: 285

Sail Area: 12,550 sq. ft.

Sail Number:

Rig Height: 125'

Power: Twin Diesel

Designer: Traditional

Built: 1963 - Lunenburg, Nova Scotia, Canada

Builder: Smith & Rhuland, Ltd.

Construction: Wood

Homeport: Halifax, Nova Scotia, Canada

The original schooner BLUENOSE was built in 1921, a typical Grand Banks fishing schooner from Nova Scotia. In those days, a schooner's sole objective was no longer simply to get her cod to market quickly in order to realize a good price; her main concern was a good performance in the big International Fishermen's Races between Canada and the U.S.A. BLUENOSE won the Cup for Canada several times and became so famous that, like the maple leaf, she was depicted on stamps and coins as a national emblem. Later, she had to be sold and continued to sail as a trader in the West Indies, where she ran on a coral reef in 1946 and became a total loss.

BLUENOSE II was built in memory of the original schooner, from the original plans and by the same yard. The only difference lies in the accommodation plan; this time, the space of the hold is taken up by comfortable cabins for passengers and crew. The navigation instruments are of the most up-to-date type. She serves today as a goodwill ambassador for the Province of Nova Scotia, participating in "Tall Ships" events throughout the Western Hemisphere. BLUENOSE's contribution to sail training is mainly through the seamen apprentices who serve as part of the crew, learning as they work.

Waters: Nova Scotia and beyond

Season: April to November

Contact: Nova Scotia Department of Tourism
P.O. Box 456
Halifax, Nova Scotia B3J 2R5, Canada
(902) 424-5000

Cost: Inquire

TAR BABY



Schooner

LOA: 51'

Beam: 14'

Tons: 20

Sail Area:

Sail Number:

Rig Height: 53'

Power: Diesel

LWL: 39'10"

Draft:

Homeport: Center Harbor, New Hampshire, U.S.A.
Waters: Southern New England

Season: May to October

Contact: Captain Carl Sherman
706-1 Captain's Drive
Westbrook, Connecticut 06498, U.S.A.

Cost: Inquire

... a frequent participant in sail training activities, Captain and crew are anxious to help trainees learn the craft of sail.

YOUNG AMERICA



Brigantine

LOA: 130'

Beam: 23'9"

Tons: 94.6

Sail Area: 6,000 sq. ft.

Sail Number:

Rig Height: 91'

Power: Diesel, 200 bhp

LWL: 77'

Draft: 9'6"

Homeport: Atlantic City, New Jersey, U.S.A.
Waters: Atlantic Ocean

Season: Year Round

Contact: Young America Marine Education Association
Historic Gardner's Basin
Atlantic City, New Jersey 08401, U.S.A.
(609) 348-2880

Cost: Inquire

... currently the only American-built square-rigger still under sail, she has undergone an extensive refitting in the last two years and will carry trainees again during the summer of 1987.

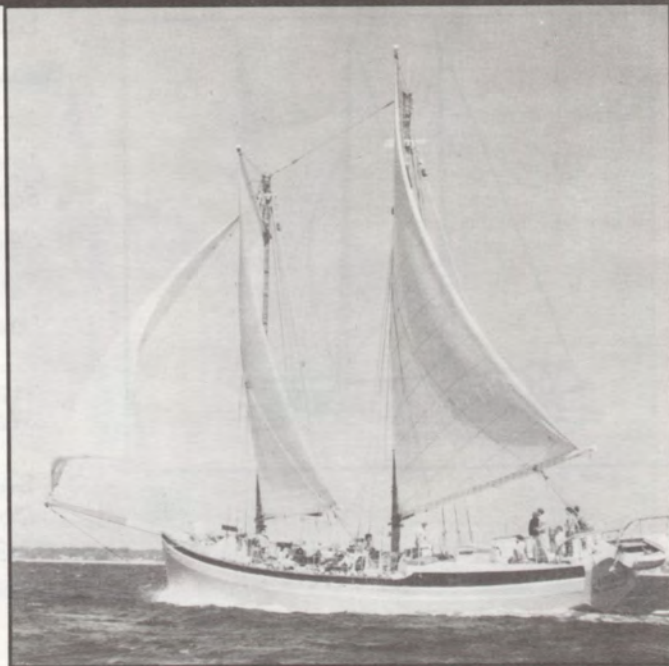
VOYAGER

Schooner

LOA: 65' LWL: 60'
Beam: 20' Draft: 8'
Tons: 63
Sail Area: 2,200 sq. ft.
Sail Number:
Rig Height: 82'
Power: GMC 2-71 Diesel

Designer:
Built:
Builder:
Construction:

Homeport: Mystic Connecticut, U.S.A.



VOYAGER was designed and built by her owner and Captain, Frank Fulchiero. She is a replica of a 19th Century packet schooner. Her charms are captured below decks in the main salon and cabins by the sheen of varnished woods and polished brass fittings. Her ten private cabins are fitted with mahogany upper and lower berths, reading lamps, and sinks with running water, a luxury only surpassed by a hot water shower--a rare treat found on few other schooners! Ports of call include: Greenport and Sag Harbor on Long Island; Stonington and Essex in Connecticut; and Block Island. The itinerary is determined by wind and tide. She usually schedules two-day trips throughout the summer.

Waters: Southern New England, New York--and to the Caribbean

Season: Year Round

Contact: Captain Frank Fulchiero
Voyager Cruises
Steamboat Wharf
Mystic, Connecticut 06355, U.S.A.
(203) 536-0416

Cost: \$50-\$80 per person per day

NOT PICTURED

Part Time Sail Training Ships

CRICKET <i>Sloop</i> LOA: 50'	Four Winds/Westward Ho 3122 Goshen Road Bellingham, Washington 98225, U.S.A. Captain John Clark (206) 592-5908
GODSPEED <i>Barque</i> LOA: 58'	Jamestown-Yorktown Foundation P.O. Box JF Williamsburg, Virginia 23187, U.S.A. (804) 253-4838
GOODEWIND <i>Ketch</i> LOA: 58'	Awahnee Oceanic, Inc. P.O. Box 167 Captain Cook, Hawaii 96704, U.S.A. Mrs. Griffith
HOMER W. DIXON	Captains Doug Greason & Pegeen Mulhern P.O. Box 787 Burlington, Vermont 05402, U.S.A. (802) 862-6918
KAJAK <i>Yawl</i> LOA: 40'	Captain Sean Pafter P.O. Box W, Kingshill St. Croix, Virgin Islands 00850, U.S.A. (809) 778-1550
NORFOLK <i>Skipjack</i>	City of Norfolk City Hall, Room 801 Norfolk, Virginia 23501, U.S.A. Mr. Timothy L. Jones
PARAGON <i>Sloop</i> LOA: 38'	Seatrek Hawaii P.O. Box 1585 Kaneohe, Hawaii 96744, U.S.A. Captain Doug Pendleton (808) 235-6614
SEA LION <i>Barque</i> LOA: 63'	Sea Lion Project, Ltd. R.D., One Sea Lion Drive Mayville, New York 14757, U.S.A. (716) 753-2403
SHARON VIRGINIA <i>Schooner</i> LOA: 76'	Working Sail, Inc. P.O. Box 560 Deltaville, Virginia 23043, U.S.A. Captain J. L. Spivey (804) 282-2796
SYLVIA	Captain Les Bolton P.O. Box 643 Bellingham, Washington 98227, U.S.A.
ZEBU <i>Barquentine</i> LOA: 75'	Operation Raleigh, Ltd. 109 East Jones Street Raleigh, North Carolina 27611, U.S.A. (919) 733-9366
ZODIAC (ex. CALIFORNIA)	Captain Tim Mehrer 239 Thirty-Ninth, East Seattle, Washington 98112, U.S.A.

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524 THAMES STREET
NEWPORT, RI 02840
401-847-1588

Ketch

LWL: 31'9"

Draft: 4'6"

Sail Area: 1,200 sq. ft.

Sail Number: TS/US 159

Rig Height: 45'

Power: Diesel, 52 hp

Designer:

Built: 1935 - Galesville, Maryland, U.S.A.

Builder: Ernest H. Hartge

Construction: Wood

Homeport: Cobb Island, Maryland, U.S.A.

Mabel Stevens was a Connecticut school teacher of art, music, Latin and English. Her father was Lucius D. Stevens, one of the last of the coasting schooner captains. Captain Stevens, who died in 1913, named his last ship--a four-masted schooner--for his younger daughter, Rachel, but her older sister, Mabel, never had a boat named for her. When Ned Chalker bought the ketch at Deep River, Connecticut in 1974 he decided to name it for his great aunt Mabel. Captain Chalker offers the MABEL STEVENS for charter work in the Washington, D.C. area.

MABEL STEVENS sailed with the "Tall Ships" parade in New York Harbor in 1976. In 1980, she officially represented Washington, D.C. at the 350th anniversary of Boston. The ship won third in the Class C "Tall Ships" Race from Philadelphia to Newport in 1982. In 1986, she led the parade of sail training vessels which engaged in friendly competition en route to the Statue of Liberty festivities in New York--and then participated in the Parade of Sail as a "sail training fleet."

Captain Chalker is firmly committed to sail training cruises. He is happy to tailor a program to the individual or group coming aboard.

Waters: Potomac River, Chesapeake Bay

Season: April to October

Contact: Captain Ned Chalker
119 Fifth Street, N.E.
Washington, D.C. 20002
(202) 543-0110 or (301) 259-4458

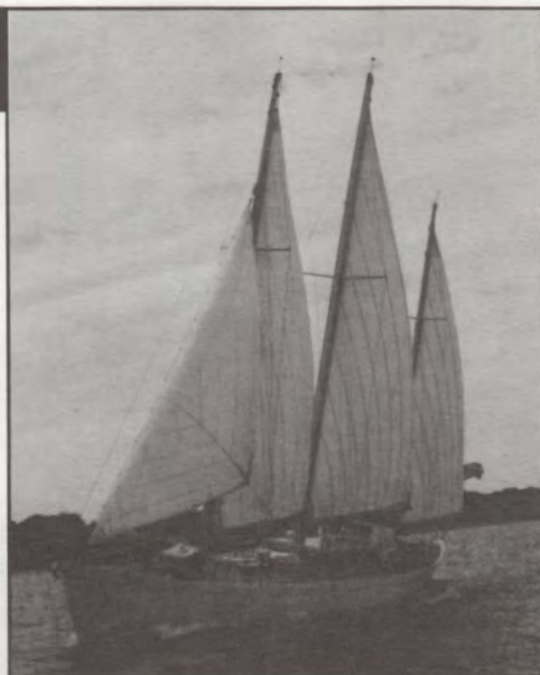
Cost: Inquire

ROLL AND GO

Three-Masted Schooner

LOA: 57' LWL: 49'
Beam: 10'6" Draft: 5'6"
Tons: 19
Sail Area: 812 sq. ft.
Sail Number:
Rig Height: 45'
Power: Diesel, 40 bhp

Designer: L. Francis Herreshoff
Built: 1977 - Hamilton, Massachusetts, U.S.A.
Builder: Harmon Hurt
Construction: Wood



Homeport: Truro, Massachusetts, U.S.A.

Through a program named "Summer Whale Sail," the owner of ROLL AND GO offers a once-in-a-lifetime experience designed to combine the best aspects of a travel adventure, a stimulating educational experience, and a genuine research expedition for young people between the ages of twelve and sixteen. The first half of these experiences is a cruise of Cape Cod and the Islands focusing on the historic ports and whaling museums of Nantucket, New Bedford and Provincetown as well as the world-renowned Woods Hole Oceanographic Institute. During this time students learn about the toothed and baleen whales of the Northwestern Atlantic and develop a host of nautical and marine science skills. They have the opportunity to gain a unique perspective on the political, economic, and social issues of our times by contrasting and comparing the present to the past which is so evident in many of the ship's ports of call.

The second half of the Whale Sail expedition consists of day sails among the great whales, research-oriented projects, seminars and the opportunity to explore Cape Cod's National Seashore. Students are able to apply their knowledge of whales and to learn more about these magnificent creatures at close range in a way that few people ever will. Whale Sail participants find that they are significantly involved in the humpback whale research being conducted by Dr. Charles "Stormy" Mayo and his staff at the Provincetown Center for Coastal Studies. Upon their arrival in Provincetown, they are first oriented to the work being carried out in the Cetacean Research Program. During this time, they receive instruction that enables them to later function, to the extent of their abilities and/or interest, as part of a research team which is gathering important data on humpback behavior.

Throughout the twenty-one day cruise (longer than most), students are offered a chance to learn about seamanship, comradeship, and ultimately themselves, by participating in the operation of the vessel. This taste of the seafaring life is designed to teach teamwork and responsibility; it aims to inspire self confidence and to open young minds to new and interesting vistas. It usually turns out to be a lot of fun, too!

Waters: Cape Cod and the Islands

Season: Summer

Contact: Captain Elliot Tocci
Paddington Marine Enterprises
P.O. Box 108
Truro, Massachusetts 02666, U.S.A.
(617) 349-3927

Cost: \$1,950 per person for 3-week cruise

SCRIMSHAW



Ketch

LOA: 41' LWL: 38'

Beam: 13' Draft: 7'

Tons: 22

Sail Area: 1,250 sq. ft.

Sail Number: TS/US 376

Rig Height: 55'

Power: Diesel, 50 bhp

Designer: William Garden

Built: 1973 - Formosa

Builder: Formosa Yacht Building Company

Construction: Fiberglass

Homeport: Redondo Beach, California

Enjoy the satisfactions of sailing in the classic style, with modern comforts and hearty sea-going shipmates.

Sail with Skipper Bill Larson and Mate Kristen on the sail-training ketch SCRIMSHAW, out of Redondo Beach, California. Learn the old ways of the sea: knots, terms, sailhandling, steering by compass, anchoring, piloting and watch standing. Feel the thrill of night sailing under the stars! Handle up to six sails at once! Hearty sea-going food and drink around the fireplace when anchored in a secluded cove!

Day sails, weekends, or longer adventures--explore the near and farther Channel Islands and the California coast while whetting your sea-going skills. SCRIMSHAW is a registered sail-training vessel, and her U.S. Coast Guard-licensed master uses the American Sail Training Association's curriculum for training under sail. Participants build skills which endure, and add adventure to your life along with the good times.

Both the Skipper and Mate of SCRIMSHAW are university professors, and are prepared to enrich trainees' sea experience with information on the creatures of the sea, as well as local history and geography. A library of selected books is available aboard for guests who want to delve deeper into marine subjects.

Sail training is an excellent way to discover new facets of yourself. New experiences enlarge one's awareness of relative values of beauty, of skill and of relationships. Press beyond the mundane boundaries of the shore--come SAIL with us! Sign on for sea adventure!

Waters: Southern California Coast

Season: Year Round

Contact: Captain William R. Larson
255 Portofino Way
Redondo Beach, California 90277, U.S.A.
(213) 376-9714

Cost: \$50-\$80 per person per day/\$200 per group per day

TRADITION II

Schooner

LOA: 37' LWL: 26'
Beam: 9' Draft: 4'6"

Tons: 7.21

Sail Area: 586 sq. ft.

Sail Number: 7659Y

Rig Height: 38'

Power: Diesel, 12 bhp

Designer: Benjamin Heisler
Built: 1974 - Chester, Nova Scotia, Canada
Builder: Benjamin Heisler/B. Barkhouse
Construction: Wood



Homeport: Lunenburg, Nova Scotia, Canada

Through a non-profit corporation known as "Sail St. Lawrence," Captain Guy de Puyjalon aims to provide two-week live-aboard sail training experiences to young people between the ages of thirteen and sixteen. He finds that the shipboard setting is free of the more complex problems and attitudes which sometimes get in the way of effective teaching. In the compressed time and space afforded by a small sailing ship, attention is more concentrated and trainees are more aware of the necessity for learning.

This two-week program challenges the cadets to strive for the standards outlined in the American Sail Training Association's "Syllabus and Logbook." Aboard TRADITION II, the cadets are told on the first day that any question asked will be answered ONCE. Thereafter, the questioner is referred either to another boy who secured the answer earlier or to the ship's library, which contains more than enough reference material for their purpose.

In addition to accomplishing Level I Deckhand in the ASTA "Logbook," cadets are also qualified, at the conclusion of a cruise, to sit for the Canadian restricted radio operator's license at the completion of their two-week cruise.

Sail St. Lawrence Corporation believes that cadets should be encouraged to develop technical skills, as well as qualities of leadership, and that these are much more readily absorbed in a traditional maritime environment.

Waters: Great Lakes, St. Lawrence Seaway

Season: June through September

Contact: Captain Guy de Puyjalon
Sail St. Lawrence Corporation
P.O. Box 1180
Morrisburg, Ontario K0C 1X0, Canada
(514) 694-5878

Cost: Inquire



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The application of the environmental living approach is part of a larger scheme and educational philosophy which has numerous other organized activities on historic, prehistoric and cultural sites at parks in California and Arizona. These programs are overnight experiences for school-aged children. The emphasis is on achieving understanding through experiencing and doing. Role playing is an important method in helping the students relate the past to themselves.

ELISSA

Galveston Historical Foundation
P.O. Drawer 539
Galveston, Texas 77553, U.S.A.

"Explore her decks, lift your eyes skyward and marvel at her towering masts. . . ." ELISSA, the only retored square-rigger between Baltimore and San Diego, now lives as an operational sailing ship and a maritime museum. Varied tours and programs attract shoreside participants. A volunteer crew, directed by "White Elephant Management" professionals, provides invaluable maintenance services. For a further write-up, please see page 14.

JOSEPH CONRAD

Sail Education Program
Mystic Seaport Museum, Inc.
Mystic, Connecticut 06355, U. S. A.
(203) 572-0711, ext. 323

Mariners live aboard the square-rigged training ship JOSEPH CONRAD as they learn sailing, seamanship, rowing, navigation, and the arts of the sailor. The emphasis is learning by doing and working together as a crew. Mariners learn to sail, using one of the Seaport's fleet of thirty sailing dinghies, and enjoy tours and evening programs specially created to give a feeling of shipboard and seaport life as it is today and was in the past. For a detailed write-up, please see page 22.

PILGRIM

Orange County Marine Institute
35501 Del Obispo
Dana Point, California 92629, U.S.A.
(714) 496-2274

This is a varied program, with several offerings under the broad category of "Living History". Among the offerings are programs for upper elementary and junior high school students--as well as others prospective staff members.

SHERMAN ZWICKER

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Boothbay Harbor, Maine 04538, U.S.A.
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PROJECTS IN PROGRESS

CORWITH CRAMER
Schooner
LOA: 125'

Sea Education Association
P.O. Box 6
Woods Hole, Massachusetts 02543, U.S.A. (617) 540-3954

Currently under construction in Europe, this Schooner will be added to the fleet of Sea Education Association, working in various other educational areas, in addition to marine science.

DIANA CHRIS
Iron Ketch
LOA: 110'

Portsmouth Ship Trust
P.O. Box 1303
Portsmouth, New Hampshire 03801, U.S.A. (603) 436-0439

Still in the fund-raising stage, this project is intended to convert the ship, built in Holland in 1907, to a barquentine for thirty cadets at a time to have a sea education experience.

GALILEE

Call of the Sea
300 Nada Street Pier
Sausalito, California 94965, U.S.A.

Still in the fund-raising stage, this project will built a small square-rigger for sail training in the San Francisco Bay area.

Hampton Roads Navy

Rebel Marine Service
1553 Bayville Street
Norfolk, Virginia 23503, U.S.A. (804) 588-6022

This project will try a pilot program in the summer of 1987 aboard a chartered vessel, and then proceed with building its own ship for use with juvenile offenders.

Landmark School
Barque
LOA: 176'

Watermark Program
Landmark School
Prides Crossing, Massachusetts 01965 (617) 927-4440

The School has outgrown its second ship and has now signed contracts for construction in Europe of a Barque designed by Roger Long of Portland, Maine.

Oswego Maritime Foundation
Schooner
LOA: 60'

Oswego Maritime Foundation
McCrobie Building
Lake Street
Oswego, New York 13126, U.S.A. (315) 343-1628

The design by MacLachan and Eames, N.A. of Kingston, Ontario, has been approved, and it is intended that a ship similar to ST. LAWRENCE II will be built in the near future.

SPIRIT OF CANADA
Brigantine

Pacific Tall Ships Association
14 Sea Village, Granville Island
Vancouver, British Columbia V6H 3R9, Canada
Mr. and Mrs. Stanley Burke

Design and program are being formulated for a brigantine to be used as a training ship in the waters of the Pacific Northwest.

WELCOME
Gaff Topsail Sloop
LOA: 55'

Mackinaw Island State Park Commission
P.O. Box 30028
Lansing, Michigan 48909, U.S.A. (517) 373-1319

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H O N D A

FLEET IN REVIEW

International Sail Training Ships

Ship Name	Page	# of Cadets	Country	Owner	LOA	Rig
AMERIGO VESPUCCI	85	150	Italy	Navy	270'	Full-Rigged Ship
ASGAARD a DO	93	24	Ireland	Ministry of Defense	150'	Brigantine
BELEM	83	50	France	Foundation BELEM	190'	Barque
BREEZE	93	10	New Zealand	Breeze Sailing Club	60'	Brigantine
CAPITAN MIRANDA	92	35	Uruguay	Naval Academy	199'	Schooner
CHRISTIAN RADICH	86	88	Norway	Ostlandets Skoleskib	205'	Full-Rigged Ship
CISNE BRANCO	80	14	Brazil	Naval Academy	73'	Sloop
CRECLO	93	36	Denmark	Nyborg Sofartsskole	190'	Staysail Schooner
CUAUHEMOC	86	90	Mexico	Navy	297'	Barque
DANMARK	82	80	Denmark	Directorate of Maritime Education	213'	Full-Rigged Ship
DAR MLODZIEZY	93	150	Poland	Merchant Navy Academy	311'	Full-Rigged Ship
DEWARUTJI	84	78	Indonesia	Navy	191'	Barquentine
EENDRACHT	93	20	Netherlands	Sail Training Association	107'	Schooner
ESMERALDA	81	95	Chile	Navy	353'	Barquentine
EUGENE EUGENIDES	93	70	Greece	Merchant Navy	195'	Topsail Schooner
FALKAN	93	15	Sweden	Navy	113'	Gaff Schooner
GAZELA OF PHILADELPHIA	78	12	U.S.A.	Ship Preservation Guild	177'	Barquentine
GEORG STAGE	93	60	Denmark	Stiftelsen Georg Stage	135'	Full-Rigged Ship
GLADAN	93	15	Sweden	Navy	113'	Gaff Schooner
GLORIA	81	90	Colombia	Navy	255'	Barque
GORCH FOCK II	83	160	Federal Republic of Germany	Navy	267'	Barque
GUAYAS	82	80	Ecuador	Navy	268'	Barque
JADRAN	93	132	Yugoslavia	Navy	190'	Topsail Schooner
JI FUNG	84	25	Hong Kong	Outward Bound Trust	132'	Brigantine
JUAN SEBASTIAN DE ELCANO	88	210	Spain	Navy	352'	Topsail Schooner
KALIAKRA	93	24	Bulgaria	Merchant Marine	140'	Barquentine
KRUZENSHTERN	89	160	U.S.S.R.	Ministry of Fisheries	378'	Barque
L'ETOILE	93	30	France	Navy	123'	Topsail Schooner
LA BELLE POULE	93	30	France	Navy	123'	Topsail Schooner
LEEUWIN	93	25	Western Australia	Sail Training Association	140'	Barquentine
LIBERTAD	79	120	Argentina	Navy	316'	Full-Rigged Ship
LORD NELSON	91	42	United Kingdom	Jubilee Sailing Trust	171'	Barque
MALCOLM MILLER	90	35	United Kingdom	Sail Training Association	135'	Topsail Schooner
MIRCEA	93	143	Romania	Navy	268'	Barque
NEW ENDEAVOR	93	24	Australia	Sail Training Association	105'	Barquentine
NIPPON MARU	85	120	Japan	Institute for Sea Training	360'	Barque
ORIOLE	80	12	Canada	Navy	102'	Marconi Ketch
POGORIA	93	30	Poland	Yachting Association	154'	Barquentine
ROYALIST	91	12	United Kingdom	Royal Sea Cadets	77'	Brig
SAGRES II	88	105	Portugal	Navy	298'	Barque
SEDOV	89	165	U.S.S.R.	Ministry of Fisheries	358'	Barque
SHABAB OF OMAN	87	24	Oman	Navy	170'	Barquentine
SIMON BOLIVAR	92	102	Venezuela	Navy	270'	Barque
SIR WINSTON CHURCHILL	90	35	United Kingdom	Sail Training Association	135'	Topsail Schooner
SORLANDET	87	70	Norway	City of Kristiansand	216'	Ship
SPIRIT OF ADVENTURE	93	27	New Zealand	Spirit of Adventure Trust	104'	Brigantine
STATSRAAD LEHMKUHL	93	180	Norway	Bergens Skoleskib	321'	Barque
TOVARISHCH	90	135	U.S.S.R.	Merchant Navy	270'	Barque
URANIA	93	15	Netherlands	Navy	72'	Bermudan Ketch
VARUNA	93	12	India	Royal Sea Cadets	76'	Brig
WILHELM PIECK	93	35	German Democratic Republic	Gesellschaft fur Sport und Technik	164'	Brigantine
ZENOBE GRAMME	79	10	Belgium	Navy	95'	Bermudan Ketch

U.S.A.

EAGLE -- Please see page 13 for photo and detailed write-up.

U.S.A.

ELISSA -- Please see page 14 for photo and detailed write-up.

U.S.A.

GAZELA OF PHILADELPHIA

Barquentine

LOA: 177'
Beam: 27'9"
Rig Height: 98'
Sail Area: 12,000 sq. ft.
Tons: 299
Built: 1883 - Cacilhas, Portugal

Homeport: Philadelphia, Pennsylvania



GAZELA was built as a Grand Banks fishing vessel, one of a large number of Portuguese ships which fished for cod in that area for over five hundred years. She currently belongs to a private corporation which operates her as a goodwill ambassador for Philadelphia, with some sail training programs also offered.

U.S.A.

ROSE -- Please see page 27 for photo and detailed write-up.

U.S.A.

YOUNG AMERICA -- Please see page 63 for photo and detailed write-up.

ARGENTINA



LIBERTAD

Full Rigged Ship

LOA: 336'
Beam: 45'
Rig Height: 165'
Sail Area: 28,546 sq. ft.
Tons: 2,587
Built: 1962 - La Plata, Argentina

Homeport: Buenos Aires, Argentina

LIBERTAD is one of the largest "Tall Ships" afloat today. She is the training ship for Argentina's Navy, with the specific mission of enabling the midshipmen to practice the art of sailing while strengthening and experiencing the science and techniques learned at their Naval military school. Time spent on LIBERTAD also allows each student to enrich his own cultural exposure to essential and realistic matters of the Naval military career. Despite her size, her dimensions are proportionately well balanced. She was designed in the classic tradition, without any loss of her training capabilities, because of the inclusion of such features as the main deckhouse, the high forward pilothouse and a rig shorter than the last century's freight sailing ships.

BELGIUM



ZENOBE GRAMME

Bermudan Ketch

LOA: 95'
Beam: 22'5"
Rig Height: 107'6"
Sail Area:
Tons: 161
Built: 1961 - Belgium

Homeport: Brussels, Belgium

ZENOBE GRAMME is the training vessel of the Belgian Navy.

BRAZIL

CISNE BRANCO

Sloop

LOA: 73'
Beam: 18'
Rig Height: 89'
Tons: 53
Built: 1974 - U.S.A.

Homeport: Rio de Janeiro, Brazil



The Brazilian Navy firmly believes that sail training is more than a way of life or a vigorous sports arena; rather, they see it as the connecting link of the immortal seamanship spirit to the modern technology of today. Thus, they purchased CISNE BRANCO in February of 1981. Ambitious annual training cruises take CISNE BRANCO to all parts of the globe. She sails with her complement of twenty: three officers, three permanent crew, and fourteen trainees.

CANADA

BLUENOSE II -- Please see page 39 for photo and detailed write-up.

CANADA

ORIOLE

Marconi Ketch

LOA: 102'
Beam: 19'
Rig Height: 94'
Sail Area: 12,000 sq. ft.
Tons: 78
Built: 1921 - Boston, Massachusetts, U.S.A.

Homeport: Vancouver, British Columbia, Canada



ORIOLE is employed in the basic seamanship training of junior officers in the sea element of the Canadian Armed Forces. She has no winches for sail handling; instead, all halyards and running back-stays are rigged luff upon luff to give sufficient mechanical advantage to sail her. She is the only commissioned yacht in the Navy, and has for twenty-five years continued to support junior officer and men's training for both the regular and reserve naval units.

CHILE



ESMERALDA

Four-Masted Barquentine

LOA: 353'
Beam: 44'
Rig Height: 165'
Sail Area: 30,700 sq. ft.
Tons: 2,276
Built: 1952 - Cadiz, Spain

Homeport: Valparaiso, Chile

ESMERALDA serves as a training ship for students who graduate from the Chilean Naval Academy upon completion of their five-year program. Cruising with a complement of three hundred thirty two, officers, petty officers, crew and cadets, she carries out an annual cruise which lasts approximately six months. This cruise serves as training for seaman apprentices, who receive training in basic sailing maneuvers. During the cruise, ensign officers are trained in the fields of navigation, aeronautical meteorology, seamanship, astronomical navigation, and similar subjects. ESMERALDA was begun as a second training ship for the Spanish Navy--built to the same design as JUAN SEBASTIAN DE ELCANO. However, she was purchased by Chile while still in the shipyard and finished to serve as their Naval training ship.

COLOMBIA



GLORIA

Barque

LOA: 255'
Beam: 35'
Rig Height: 130'
Sail Area: 15,000 sq. ft.
Tons: 1,097
Built: 1968 - Bilbao, Spain

Homeport: Cartagena, Colombia

An especially beautiful sail training vessel, GLORIA is one of the new generation of barques built by several of the world's navies. A modern modification of the sailing merchant ship, she has the fine lines of a vessel designed to carry people rather than cargo. She is distinguished by a modern rounded stern and by a big enclosed pilothouse forward of the mizzenmast. She sails with a complement of one hundred fifty: fifteen officers, forty five permanent crew and ninety trainees.

DENMARK

DANMARK

Full Rigged Ship

LOA: 253'
Beam: 33'
Rig Height: 130'
Sail Area: 17,610 sq. ft.
Tons: 790
Built: 1932 - Lolland, Denmark

Homeport: Copenhagen, Denmark



DANMARK is the training ship for prospective merchant marine officers in Denmark. She has the lines of a classical merchant sailing vessel: there are no high superstructures, and the two deckhouses are not very conspicuous. Until the Second World War, DANMARK made regular training voyages. In 1939, she sailed to New York to represent her country at the World's Fair. During her stay there the war broke out, and her Captain was instructed not to take the risk of sailing her back to Europe. She was moored in Jacksonville, Florida until America entered the war, when she was put at the disposal of the U.S. Government. She carries a complement of nineteen officers and eighty cadets.

ECUADOR

GUAYAS

Barque

LOA: 268'
Beam: 35'
Rig Height: 127'
Sail Area: 17,222 sq. ft.
Tons: 914
Built: 1977 - Bilbao, Spain

Homeport: Guayaquil, Ecuador



A nearly identical sister to Colombia's GLORIA, GUAYAS has all the facilities of a floating school capable of remaining at sea for forty five days. One of the world's newer sail training ships, GUAYAS was built in Spain for the Ecuadorean Navy. She is named in memory of the first steamship to be built in South America (in the year 1841). Her cruise program is very extensive; one recent voyage was a circumnavigation of the globe. She has a normal complement of one hundred fifteen: fifteen officers, eighty student midshipmen, ten service personnel, and ten professional hands. She sometimes carries honor cadets from other Ecuadorean service academies, in addition to her usual complement of Naval midshipmen.

FRANCE



BELEM

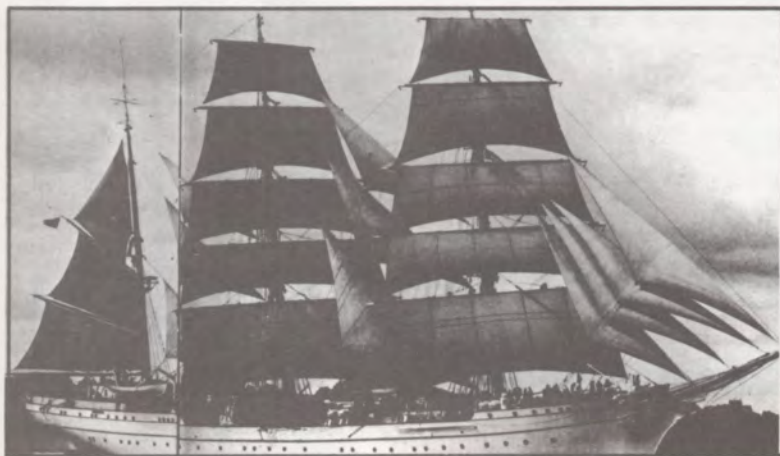
Three-Masted Barque

LOA: 200'
Beam: 28'10"
Rig Height:
Tons: 562
Built: 1896 - Nantes, France

Homeport: LeHavre, France

Launched in 1896 for France's sugar trade to the West Indies and cocoa trade to South America, BELEM carried cargo on sixty six trans-Atlantic passages until 1913 when she became a lady of leisure as the Duke of Westminster's yacht. In the 1920's she was purchased by A. E. Guinness, who sailed her around the world. In 1951, she was commissioned as a sail training ship in Italy--a role she filled until 1979 when she was returned to French registry. From 1980 to 1983, she was moored on the Seine in Paris as a museum ship. She is now owned by a French foundation which restored her in 1985 and plans to use her for sail training.

FEDERAL REPUBLIC of GERMANY



GORCH FOCK II

Barque

LOA: 293'
Beam: 39'4"
Rig Height: 148'
Sail Area: 21,011 sq. ft.
Tons: 1,760
Built: 1958 - Hamburg, Germany

Homeport: Kiel, West Germany

When this training ship for the West German Navy was built, the builders could draw on the experience gained with the former vessels which they had built for the same need: GORCH FOCK I (now SAGRES II), HORST WESSEL (EAGLE), HERBERT NORKUS and ALBERT LEO SCHLAGETER (TOVARISHCH)--all of which had been built to the same basic design, except for slight differences in their dimensions. Safety was the prime consideration in building these vessels, and they all have exceptional stability due to the careful stowage of ballast. The barque was named after the German writer of sea stories, Hans Kinau, whose pen name was Gorch Fock. She sails with a complement of two hundred sixty nine, two hundred of whom are cadets.

HONG KONG

JI FUNG

Brigantine

LOA: 132'
Beam: 26'3"
Sail Area: 2,000 sq. ft.
Tons: 198
Built: 1980 - Hong Kong

Homeport: Hong Kong



JI FUNG is owned by the Outward bound Trust of Hong Kong. The Outward Bound training experience spans over fifty years and five continents. This program uses challenges found on the sea and in the mountains as its teaching medium, presenting trainees with a series of increasingly difficult physical and mental problems, none of which are designed to be beyond their capacity. Through accomplishing these tasks, the trainee is presented with irrefutable evidence that he or she can succeed far beyond preconceived expectations. They also learn the necessity and rewards of working well with other people. JI FUNG is used for a wide variety of programs within this framework.

INDONESIA

DEWARUCCI

Barquentine

LOA: 191'3"
Beam: 31'4"
Rig Height: 115'
Sail Area: 11,840 sq. ft.
Tons: 886
Built: 1952 - Hamburg, Germany

Homeport: Djakarta, Indonesia



The Indonesian Navy turned to the shipyard of H.C. Stulcken & Sons, which had built the sail training ship JADRAN for the Yugoslav Navy, when it wanted a similar ship for the training of its cadets. To make her suitable for the tropics, the whole ship is fully ventilated and air-conditioned. The ship cruises mainly in East Asian waters, but she has made lengthy passages to New York for both the 1964 World's Fair ship gathering and the more recent celebration of the hundredth birthday of the Statue of Liberty. There are seventy eight cadets in her complement.

ITALY



AMERIGO VESPUCCI

Full-Rigged Ship

LOA: 333'
Beam: 50'10"
Rig Height: 151'
Sail Area: 32,000 sq. ft.
Tons: 3550
Built: 1931 - Italy

Homeport: LaSpezia, Italy

Built on the lines of a Nineteenth Century frigate, AMERIGO VESPUCCI has a very high freeboard, a stern gallery and white-painted strakes. The reason for this design was to accommodate the maximum number of crew on any given cruise. Amerigo Vespucci was a Florentine navigator who made four voyages of exploration to South America between 1497 and 1504. His detailed account of his travels, which were published all over Europe at the time, made him famous and led to the claim that he had discovered America. AMERIGO VESPUCCI is the training ship of the Italian Naval Academy at Livorno. Before going to sea, her cadets practice on two square-rigged masts and a bowsprit with all essential fittings which are in place at the Academy, with safety nets for protection. All belaying pins and cleats on this ship are marked with small brass plaques bearing the name of each piece of running rigging. She sails with a complement of more than four hundred, which includes one hundred fifty cadets.

JAPAN



NIPPON MARU

Four-Masted Barque

LOA: 335'
Beam: 40'
Tons: 2,800
Built: 1984 - Japan

Homeport: Tokyo, Japan

NIPPON MARU trains prospective merchant seamen under Japan's Ministry of Transport. Cadets do three years' preliminary training at one of the country's nautical colleges. After one year under sail, they must spend another year on board a motorized training vessel before sitting for their second mate's certificate. The current ship replaces one built in 1930.

ERNESTINA



Schooner

LOA: 156' LWL: 94'
Beam: 24'5" Draft: 13'
Tons: 120
Sail Area: 7,937 sq. ft.
Sail Number:
Rig Height: 114'
Power: Cummins Diesel, 259 hp
Designer: George M. McClain
Built: 1984 - Essex, Massachusetts, U.S.A.
Builder: Tarr and James Shipyard
Construction: Wood

Homeport: New Bedford, Massachusetts, U.S

The ERNESTINA was built as the EFFIE M. MORRISSEY, a "Freedonia"-style Grand Banks Gloucester fishing schooner, in 1894, an era of extreme pride in craftsmanship. She fished the Banks both winter and summer for some thirty years, until Captain Bob Bartlett, shipmaster for Admiral Peary in his North Pole quests, bought her for Arctic exploration in 1924. The MORRISSEY under Bartlett went north for the next twenty-two years including a stint in the Navy during World War II.

After the war, she was purchased by Captain Henrique Mendes to bring immigrants to the United States from the Cape Verde Islands off Senegal, West Africa. She became the last regular Atlantic sailing packet, making twelve 8,000-mile round trips from the Cape Verde Islands to southern New England carrying goods and passengers back and forth up until 1965. 1982 saw her as a gift from the Republic of Cape Verde to the Commonwealth of Massachusetts as a symbol of the close ties between the lands, with the stipulation that she be used for seafaring education.

In the last few years, the ship has been completely overhauled and restored to her original condition and is now undergoing outfitting in accordance with the U.S. Coast Guard Regulations for Sailing School Vessels, a process that is expected to be completed in the summer of 1987. In the autumn of this year, after certification is completed, the ship is expected to depart on a voyage around the Atlantic Basin stopping at places the ship is expected to depart on a voyage around the Atlantic Basin stopping at places like Bermuda, the Azores, the Cape Verde Islands, Senegal, then across the Atlantic in the tradewinds to the West Indies. Here, a crew change will take place and the ERNESTINA will continue on a New World voyage circumnavigating the Caribbean Sea and coming up the East Coast to arrive in New England in the spring. More extensive voyages are under consideration.

The emphasis on the trainee is to learn the arts of seafaring and to become accomplished in the way of a blue water sailing ship, as well as develop an understanding of our collective historical and cultural origins.

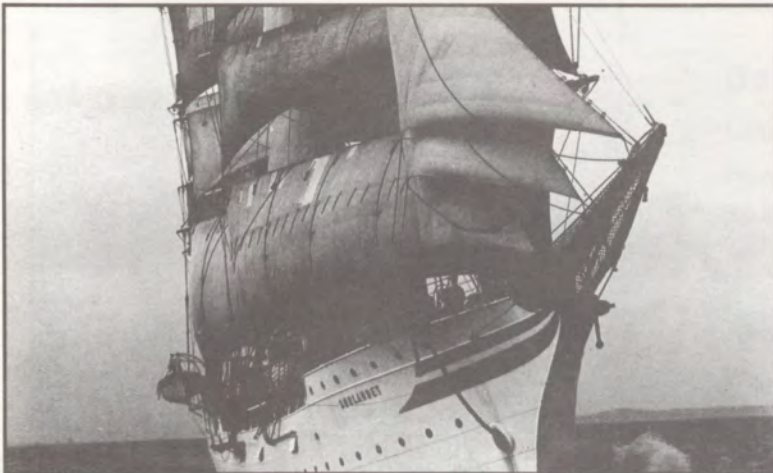
Waters: East Coast U.S.A. and Canada in summer/Lower North Atlantic, Caribbean, West Indies in winter

Season: Year Round

Contact: Captain Daniel D. Moreland, Director
Massachusetts Schooner ERNESTINA Commission
30 Union Street
New Bedford, Massachusetts 02740, U.S.A.
(617) 992-4900

Cost: \$50 per person per day, approximately

NORWAY



SORLANDEET

Full-Rigged Ship

LOA: 198'6"
Beam: 31'6"
Rig Height:
Sail Area: 10,765 sq. ft.
Tons: 568
Built: 1927 - Kristiansand, Norway

Homeport: Kristiansand, Norway

A sail training vessel for adults of all ages and nationalities, the Norwegian full-rigged ship SORLANDEET makes four two-week voyages every summer from Kristiansand to North Sea ports and at least one foreign port on the continent or in Britain. Operated by a non-profit foundation which uses fees from trainees to maintain the vessel, SORLANDEET fills a special need in the sail training scheme: to give "guidance and experience of a life at sea" to anyone who signs aboard, rather than to naval or merchant marine cadets. She was built by the Norwegian Training Ship Association and made regular voyages under their auspices until the Second World War, when she was taken over by the Norwegian Navy. After falling into German hands, she ended this period as a submarine depot ship. All her masts were removed for this purpose and a large deckhouse was added. At the end of the war, extensive work was necessary in order to return her to service. She sails with a complement of eighty six, seventy of whom are trainees.

OMAN



SHABAB OF OMAN

Barquentine

LOA: 117'
Beam: 28'
Rig Height:
Sail Area: 8,729 sq. ft.
Tons:
Built: 1971 - Buckie, Scotland

Homeport: Muscat, Oman

The Sultan of Oman commissioned this three-masted barquentine for his Navy and named her, in Arabic, Youth of Oman. Built in 1971, SHABAB OMAN is one of the world's new sail training vessels. In addition to naval training cruises, this vessel gives to young men from other Omani government services and from other walks of life the experience of sailing a fine little ship. She sails with a complement of fifty, thirty of whom are naval cadets. She made the long passage from her home to New York in honor of the Statue of Liberty's centennial celebration in 1986, visiting other U.S. ports along the way.

PORTUGAL

SAGRES II

Barque

LOA: 298'
Beam: 40'
Rig Height: 146'
Sail Area: 19,132 sq. ft.
Tons: 1,869
Built: 1937 - Hamburg, German

Homeport: Alfelte, Portugal



Distinguished by the red Portuguese Crosses of Christ on her sails, SAGRES II is a successor to an earlier sail training ship of the same name. She was built for the German Navy as the schoolship ALBERT LEO SCHLAGETER and was seized as a prize of war by the U.S. in 1946. She was soon turned over to Brazil and became a training barque for their Navy under the name GUANABARA. Portugal acquired her in 1961 and she has operated as a Navy school ship ever since. She sails with a complement of approximately two hundred fifty, ninety of whom are cadets.

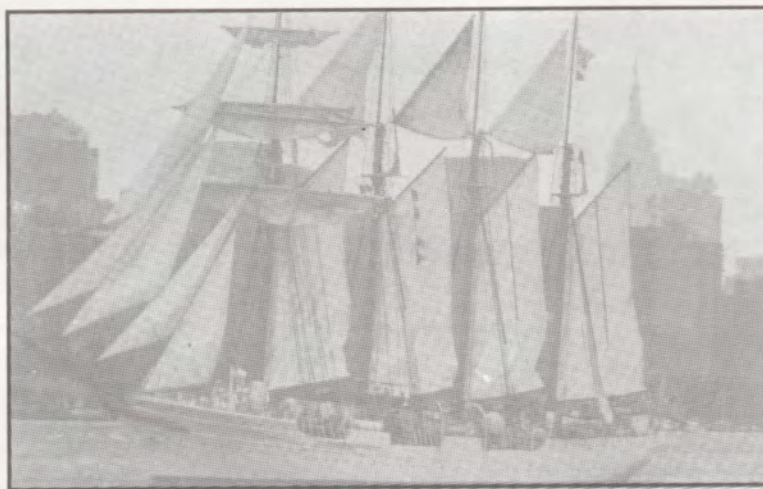
SPAIN

JUAN SEBASTIAN DE ELCANO

Four-Masted Topsail Schooner

LOA: 370'
Beam: 44'
Rig Height: 160'
Sail Area: 28,000 sq. ft.
Tons: 3,750
Built: 1927 - Cadiz, Spain

Homeport: San Fernando, Spain



This large schooner was built for the Royal Spanish Navy. She is named after the Spanish seafarer, Juan Sebastian de Elcano, who completed the first circumnavigation of the globe in 1526 after Magellan's death. On top of the large deckhouse amidships there is a small navigation bridge. Below the boat skids, this deckhouse was later extended out to the ship's sides. This feature, the shorter forecastle, and the fact that the square sails are gathered to the center of the yards, are the ways in which JUAN SEBASTIAN DE ELCANO differs from her sister ship ESMERALDA. Like her namesake, she has voyaged around the world, and she makes frequent long cruises to foreign ports. She sails with a complement of almost three hundred fifty, ninety of whom are cadets.

U.S.S.R.



KRUZENSHTERN

Four-Masted Barque

LOA: 375'6"
Beam: 46'
Rig Height: 174'10"
Tons: 3,545
Built: 1926 - Wsermunde, Germany

Homeport: Riga, U.S.S.R.

The last cargo-carrying four-masted barque to be built was the PADUA; she was built for the Hamburg shipowner L. Laeisz. Four-masted barques of about 3,000 tons gross were at that time the most economic merchant sailers. Like most of the Laeisz ships, the PADUA was engaged in the nitrate trade, and then later on the grain run from Australia. Laeisz had the ship built as a cargo-carrying schoolship from the start and under his flag the forty places for boys were always filled. Although active through most of World War II, she was laying in Flensburg when peace was declared and was handed over to Russia a short time later. She was renamed for the famous Russian seaman and explorer Adam Johann Ritter von Kruzenshtern. She has participated in several "Tall Ships" gatherings, including Quebec in 1984 and the STA program which visited Bremerhaven and other ports in the summer of 1986.

U.S.S.R



SEDOV

Four-Masted Barque

LOA: 385'7"
Beam: 48'
Rig Height: 178'10"
Tons: 3,476
Built: 1921 - Kiel, Germany

Homeport: U.S.S.R.

Before the First World War, Bremen shipowner F. A. Vinnen owned a fleet of twelve large merchant sailing ships. One of these was the four-masted barque MAGDALENE VINNEN I, which had to be handed over to Italy as war reparations at the end of the war. The second MAGDALENE VINNEN was ordered soon after this and was built in Kiel as a cargo-carrying schoolship with auxiliary engine. In 1936, the MAGDALENE VINNEN was bought by a new owners and given the name KOMMODORE JOHNSEN. From then until the Second World War she sailed only on the grain run from Australia. After this war, she eventually was taken over by the Russians and named for a popular Russian polar explorer, Georgij J. Sedov who attempted to reach the North Pole in 1911 and who died in the ice after wintering there two years. Five years ago, an extensive restoration was completed, and this largest of all "Tall Ships" made her debut appearance in 1982 at the "Tall Ships" gathering that year in Lisbon.

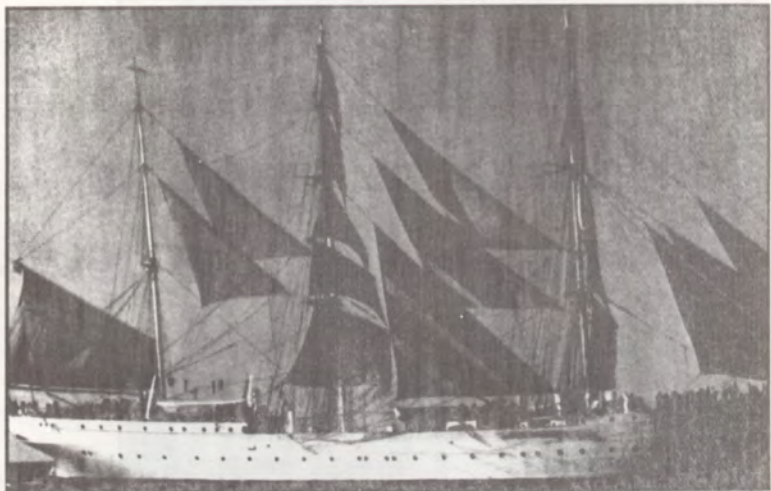
U.S.S.R.

TOVARISHCH

Barque

LOA: 270'
Beam: 39'4"
Rig Height: 98'6"
Sail Area: 18,400 sq. ft.
Tons: 1,392
Built: 1933 - Hamburg, Germany

Homeport: Odessa, U.S.S.R.



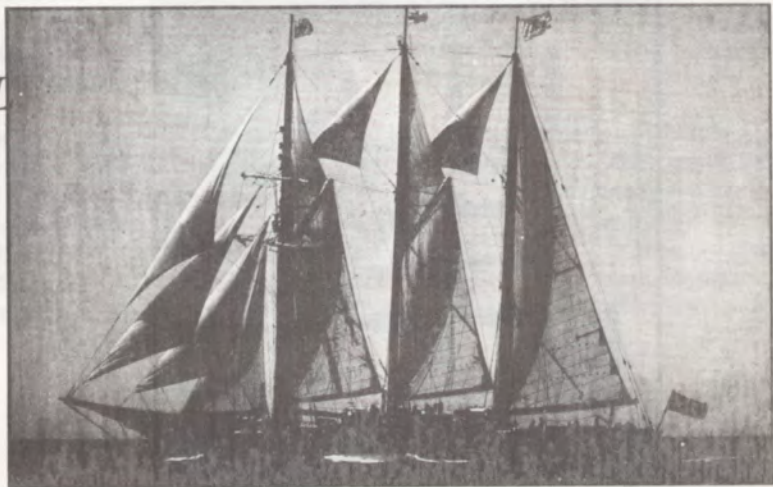
After the German training ship NIOBE had become a total loss during a thunder squall in the Fehmarn Belt on July 26, 1932, the German Navy was faced with the need to build a new training ship. GORCH FOCK was the first in what turned out to be a line of sturdy vessels built for training use. Until 1939 GORCH FOCK was used for long voyages, as well as shorter trips in company with her sister ships. In May of 1945, she was sunk off Stralsund, to be salvaged in 1948 by the Soviet Union. After she had been refitted, which took until 1951, she became the Soviet Navy's training vessel. Her namesake was an earlier training vessel.

U.K.

MALCOLM MILLER and SIR WINSTON CHURCHILL

Three-Masted Topsail Schooners

LOA: 150'
Beam: 25'
Rig Height: 97'9"
Sail Area: 7,104 sq. ft.
Tons: 219
Built: 1965 - Hessel, England
1967 - Aberdeen, Scotland



Homeport: Portsmouth, England

Until recent years, the main function of sail training vessels had been to train future officers and seamen for the navy and merchant marine. Surprisingly enough, Britain, as one of the leading maritime nations, did not have a real, large sailing schoolship in commission for several decades. The SIR WINSTON CHURCHILL--quickly followed by the MALCOLM MILLER--were built through private fund-raising efforts spearheaded by the Sail Training Association. These ships are seen as a means of enabling a large number of youth from all parts of the U.K. and all classes of society to live together in a community in which everything they do is part of a team effort. They sail with a complement of forty six, forty of whom are trainees.

U.K.



LORD NELSON

Barque

LOA: 171'
Beam: 28'
Rig Height: 111'6"
Sail Area: 9,090 sq. ft.
Tons: 360
Built: 1984-85

Homeport: Southampton, England

How long does it take for a dream to be realized? In the case of the Jubilee Sailing Trust, nine years. In 1977, one man had the idea of enabling physically disabled people to enjoy the freedom of the seas in company with the able-bodied. After three seasons of chartering another vessel, the design of this ship was developed. The LORD NELSON was planned to have as many built in facilities as reasonably possible to help physically disabled crew perform useful duties alongside their able bodied shipmates without taking away the element of challenge. She thus has a traditional square rig but some of the sails are of the modern, easy to handle, roller-furling type--while others have to be handled as in the days of the Admiral whose name the ship bears. This uniquely "accessible" ship is expected to operate in European waters in summer and the Caribbean (where she will be open to North Americans) in winter.

U.K.



ROYALIST

Brig

LOA: 76'

ROYALIST is the training ship of the Royal Navy's Sea Cadets.

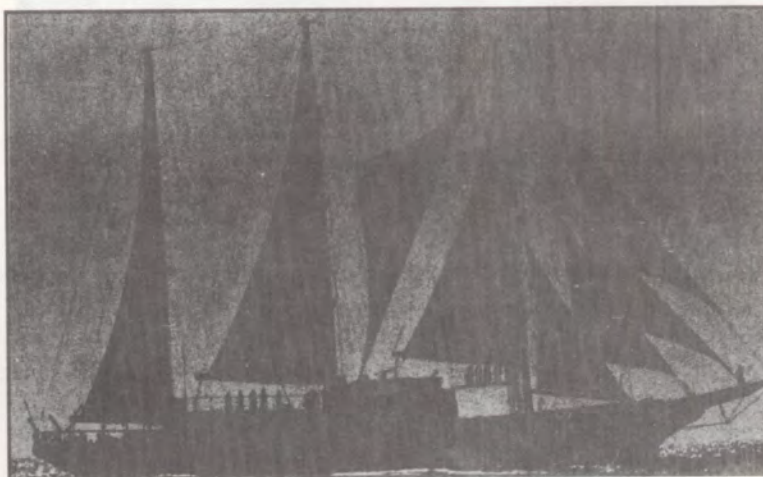
URUGUAY

CAPITAN MIRANDA

Three-Masted Staysail Schooner

LOA: 205'
Beam: 27'
Rig Height: 130'
Tons: 441
Built: 1930 - Cadiz, Spain

Homeport: Montevideo, Uruguay



The R.O.U. CAPITAN MIRANDA is one of the oldest ships still in service in the Uruguayan Navy. Formerly designed as a survey ship, she spent several years as a powered trader with her rig removed. She next became a hydrographic survey vessel for the Navy during the 1960's. Then, in 1978, she underwent extensive renovations to make her a sailing ship again, with a modern schooner rig similar to that developed in the 1920's for racing yachts. In her first voyage after this reconstruction, CAPITAN MIRANDA surpassed a speed of 10.5 knots, and completed a day's run of 240 miles. Now, the ship leaves her anchorage every year on a four month training cruise; in the last six years, she has sailed more than 50,000 miles--crossing the Atlantic Ocean twice, rounding the famous "Cape Horn" and defying the formidable "Roaring Forties," with thirty five students from the Uruguayan Naval Academy.

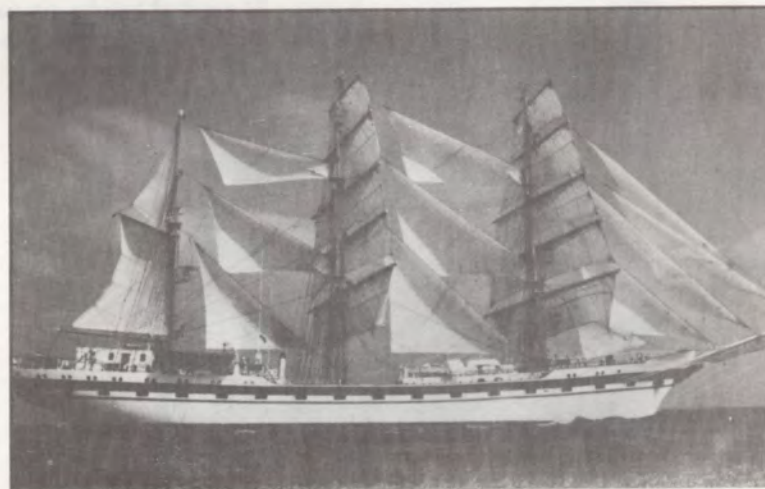
VENEZUELA

SIMON BOLIVAR

Three-Masted Barque

LOA: 270'
Beam: 34'9"
Rig Height: 140'
Sail Area: 18,298 sq. ft.
Tons: 1,260
Built: 1980 - Bilboa, Spain

Homeport: La Guaira, Venezuela



Another of the lovely sail training barques built recently in Spain, SIMON BOLIVAR is the training vessel of the Venezuelan Naval Academy. Named for the famous liberator, she made her maiden voyage to the East Coast of the U.S. in 1981. Since then, she has made several trans-Atlantic passages and has participated frequently in sail training programs organized by ASTA: she visited Philadelphia, Newport and Lisbon in 1982 and San Juan, Bermuda, Halifax and Quebec in 1984. Her young cadets give rousing cheers as they line in the yards on festive occasions. SIMON BOLIVAR sails with a complement of one hundred ninety four, over one hundred of whom are cadets. She is also noteworthy for the fact that she began carrying women students early in her history and frequently has as many as twenty aboard any given cruise.

INTERNATIONAL ORGANIZATIONS

AKADEMISCHER SEGLER-VEREIN
Scharfe Lanke 57-61
1 Berlin 20
West Germany
(WALROSS III - 53' Bermudan Sloop)

APORVELA
Museu de Marinha
Praca do Imperio
1600 Lisboa
Portugal
(CREOULA - 208' Gaff Schooner)

AUSTRALIAN STA
G.P.O. Box 323
Sydney, New South Wales 2001
Australia
(NEW ENDEAVOUR - 132' Barquentine)

BERGENS SKOLESKIB
Bergen
Norway
(STATSRAAD LEHMKUHL - 321' Barque)

BULGARIAN MERCHANT MARINE
Sofia
Bulgaria
(KALIAKARA - 140' Barquentine)

DEUTSCHES JUGENELWERK ZUR SEE
Jirgensorlee 54
2000 Hamburg 52
Federal Republic of Germany
(AMPHITRITE - 125' Gaff-Rigged Schooner)

DUTCH NAVY
Den Helder
The Netherlands
(URANIA - 78' Ketch)

FRENCH NAVY
Brest
France
(LA BELLE POULE, L'ETOILE 123' Topsail Schooners)

GESELLSCHAFT FUR SPORT AND TECHNIK
German Democratic Republic
(WILHELM PIECK - 164' Brigantine)

GREEK NAVY
Athens
Greece
(EUGENE EUGENIDIS - 195' Topsail Schooner)

HAMBURGISCHER VEREIN SEEFART
Ost-Weststr. 57
2 Hamburg 11 (Hamburg Sud Haus)
Federal Republic of Germany
(ALBATROSS - 93' Topsail Schooner)

IRISH NAVY
Dublin
Ireland
(ASGAARD a DO - 88' Brigantine)

ISLAND CRUISING CLUB
Island Street
Salcombe
South Devon TQ8 8DR
England
England

LES AMIS DE JEUDI-DIMANCHE
73 Ruse Saint Denis
75001 Paris
France
(BEL ESPOIR, RARA AVIS - 120' Gaff Schooner)

LONDON SAILING PROJECT
1 Granham House
5 Spring Garden Lane
Gosport, Hampshire PO12 1HY
England
(DONALD SEARLE - 75' Bermudan Ketch)

MARINERS INTERNATIONAL
58 Woodville Road
New Barnet, Hertfordshire EN5 5EG
England

NETHERLANDS SAIL TRAINING ASSOCIATION
P.O. Box 55 (Herenstraat 73)
Voorhout
The Netherlands
(EENDRACHT - 107' Schooner)

NYBORD SOFARTSSKOLE
Copenhagen
Denmark
(CREOLE - 190' Staysail Schooner)

OCEAN YOUTH CLUB
2 Stoke Gardens
Gosport, Hampshire PO12 1PD
England

POLISH MERCHANT NAVY
Gdynia
Poland
(DAR MLODZIEZY - 311' Full-Rigged Ship)

POLISH YACHTING ASSOCIATION
Marszalkowska 4
00-540 Warszawa
Poland
(POGORIA - 154' Barquentine)

ROMANIAN NAVY
Constanta
Romania
(MIRCEA - 240' Barque)

ROYAL SEA CADETS
India
(VARUNA - 76' Brig)

STA SCHOONERS
Bosham, Chichester
Sussex PO18 8HR
England
(MALCOLM MILLER, SIR WINSTON CHURCHILL - see page 90)

SAIL AND ADVENTURE, LTD.
Elder House
160 Queen Street
Melbourne, Victoria 3000
Australia
(ALMA DOEPEL - 149' Topsail Schooner)

STA OF WESTERN AUSTRALIA
Freemantle Maritime School
41 South Terrace
Freemantle, Western Australia 6160
Australia
(LEEUWIN - 177' Barquentine)

STIFTELSEN GEORG STAGE
Copenhagen
Denmark
(GEORG STAGE - 135' Full-Rigged Ship)

SWEDISH NAVY
Karlskrona
Sweden
(FALKEN, GLADAN - 129' Gaff Schooners)

SWEDISH CRUISING ASSOCIATION
Stiftelsen
Svenska Kryssarklubbens
Taubeska Huset, Taubegatan
41455 Gothenburg
Sweden
(GRATIA - 97' Gaff-Rigged Ketch)

YUGOSLAV NAVY
Bakar
Yugoslavia

INTERNATIONAL SAIL TRAINING

The parent organization for sail training worldwide is the Sail Training Association (STA), which is headquartered in England and has Prince Philip as Patron. STA held the first international sail training race in 1956, from England to Portugal--and the rest is history. There are now sail training associations in many of the world's maritime nations, modeled after or affiliated with the original STA. In addition to ASTA's formation in 1973 and the spin-off of the Canadian STA in 1984, other such organizations are: APORVELA (Portugal), STA Netherlands, STA Norway and STA Germany.

Over the years, interest in sail training has been stimulated in the South and Central American countries, where new naval ships designed specifically for this purpose have been built for Colombia, Ecuador, Venezuela and Mexico in the past ten years. The longstanding programs in Chile, Argentina and Uruguay have been intensified.

A very active sail training program began in Australia and New Zealand in the mid-70's. Sail training ships were built or restored locally for programs working with youth. In Australia, each state came to have its own sail training organization. Now, with Australia's Bicentenary, interest in traditional ships and training programs is rising to new heights. The "Tall Ships" of the world will voyage "down under" for a race from Hobart, Tasmania to Sydney--culminating there in a Parade of Sail on the 200th Anniversary of Australia's founding: January 26, 1988.

Europe still remains the focal point for international "Tall Ships" Races because of the large number of such ships owned by those nations, and their proximity to each other. STA, through its International Race Committee, has sponsored trans-Atlantic races at eight to ten-year intervals. The 500th Anniversary of Columbus' voyages of discovery (Grand Regatta Columbus 1992-Fifth Centennial) is being planned as the next such event.

For those seeking an opportunity to sail in one of these special races or to be in a position to observe them, correspond with the Sail Training Association (5 Mumby Road, Gosport, Hants PO12 1AA, U.K.) for information. Events are scheduled years in advance, even though exact ships participating may not be known until the last minute. ASTA is happy to provide general information and updates on the long-range schedule.

UPCOMING RACE SCHEDULE

1987

Cutty Sark "Tall Ships" Race
Weymouth (England)
Honfleur (France)
Kiel (Germany) - June 24-28
Norrkoping - July 4-6
Stockholm - July 8-11
Ronne - July 16-18

1987-88

Australian Bicentennial Port Visits and Race
Perth (Fremantle) - December 8-12
Adelaide - December 22-26
Brisbane - December 30-January 2
Melbourne - December 31-January 5
Hobart - January 10-14
Sydney - January 19-26

1988

Cutty Sark "Tall Ships" Race
Karlskrona - July 5-9
Helsinki July 15-19
Mariehamn - July 23-26
Copenhagen - August 3-6

1989

Cutty Sark "Tall Ships" Race
London - July 5-7
Hamburg - July 13-16
Malmo - July 25-27
Lubeck - July 29-August 1

1990 and 1991

(To Be Confirmed)

1992

Grand Regatta Columbus '92 - Fifth Centennial
Lisbon to Cadiz - May 9-11 OR Genoa to Cadiz - May 8-11
Cadiz to San Juan - May 17-June 18
San Juan to U.S. Ports - June 21-July 11
U.S. Port to Liverpool - July 15-August 10

1997

Major U.S. sail training event being planned for 100th Birthday
of USS CONSTITUTION in Boston.



ORGANIZATIONS HAVING AN INTEREST IN SAIL TRAINING

ALEXANDRIA SEAPORT FOUNDATION
(*Alexandria*, see p. 36)

AMERICAN SAIL TRAINING ASSOCIATION
Newport Harbor Center
365 Thames Street
Newport, Rhode Island 02840, U.S.A.
(401) 846-1775

AWAHNEE OCEANIC, INC.
(*Goodewind*, see p. 65)

BLUE WATER MARINE LABORATORIES
University of Hawaii
1000 Pope Road, Room 229
Honolulu, Hawaii 96822, U.S.A.
(808) 948-8444
Dr. Sherwood Maynard

BOSTON VOYAGES IN LEARNING
Boston National Historical Park
Charlestown Navy Yard
Charlestown, Massachusetts 02129, U.S.A.
(617) 242-02129

BRIGANTINE, INC. (see p. 75)

CALIFORNIA MARITIME ACADEMY (see p. 21)

CALL OF THE SEA
(*Galilee*, see p. 75)

CANADIAN SAIL TRAINING ASSOCIATION
P.O. Box 2365
Sidney, British Columbia V8L 3Y3, Canada
(604) 656-2201
Major David Letson

BOSCOVILLE FOUNDATION - Cap Espoir

10950 Boulevard Perras Est, Montreal, Quebec H1C 1B3, Canada
(514) 648-7426

Raymond Jost, Director General

Through the Cap Espoir program, all adolescents, including those in difficulty, are offered a sail training opportunity. Youngsters come from all kinds of socio-economic and linguistic backgrounds throughout Quebec. Sometimes they are teamed up with other Canadian or foreign trainees. Trips last an average of two weeks during the months of July and August. They are conducted in the Gulf of St. Lawrence and along Canada's Eastern Seaboard. The program's ultimate objective is to provide a new kind of learning environment for youngsters and teenagers, using navigation. During each cruise, young people and adults work together. They share the same intense experience and learn to trust and support each other in a "real life" situation.

CHESAPEAKE BAY MARITIME MUSEUM
St. Michaels, Maryland 21663, U.S.A.

CHEWONKI CAMP
R.F.D. #3
Wiscasset, Maine 04578, U.S.A.
(207) 882-7323
Mr. Tim Ellis

CLASSIC SAIL WINDJAMMER CO, INC.
(*Richard Robbins*, see p. 59)

COAST SAILING ACADEMY
(*Alaska Eagle*, see p. 9)

DEEP WATER VENTURES
P.O. Box 3455
Princeville, Hawaii 96722, U.S.A.
Mr. Brad Ives

DIRIGO CRUISES
(*Harvey Gamage/Rachael and Ebenezer*, see p. 59)

EARTHWATCH EXPEDITIONS
P.O. Box 127 (10 Juniper Road)
Belmont, Massachusetts 02178, U.S.A.
(617) 489-3030

ECHO HILL OUTDOOR SCHOOL
(*Bernice JI Gypsy Queen*, see p. 65)

FULL SEA, INC.
29 Rockcrest Road
Manhasset, New York 11030, U.S.A.
(516) 627-6696
Mr. David Kiremidjian

GALVESTON HISTORICAL FOUNDATION
(*Elissa*, see p. 14)

GIRL SCOUTS OF THE U.S.A.
830 Third Avenue
New York, New York 10022, U.S.A.
(212) 940-7647
Ms. Nancy Hughes Richardson

GREAT LAKES MARITIME ACADEMY (see p. 21)

GUIDED DISCOVERIES, INC.
P.O. Box 796
Avalon, California 90704, U.S.A.
(213) 510-1622
Mr. Ross Turner

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
Piney Point, Maryland 20674, U.S.A.

HURRICANE ISLAND OUTWARD BOUND SCHOOL
(see p. 17)

JUBILEE SAILING TRUST, INC. - AMERICAN FRIENDS
P.O. Box 181
Palm Beach, Florida 33480, U.S.A.
(305) 832-2250
Ms. Wendy Bobsien

KEY WEST MARITIME HISTORICAL SOCIETY FOR
THE FLORIDA KEYS, INC.
1123 Packer Street
Key West, Florida 33040, U.S.A.
Capt. William P.F.J. Frank

LANDMARK SCHOOL - Watermark Program

Prides Crossing, Massachusetts 01965, U.S.A.

(617) 927-4440 and (617) 922-3152

Captain Stephen J. Wedlock, Program Director

Through its Watermark Program, Landmark School offers a full-year ocean-based program for high potential dyslexic adolescents and young adults. The program provides intensive academic remediation in the highly structured and challenging environment of a large sailing vessel. Each student receives a one-to-one tutorial focusing on the development of language skills--as well as participating in small group classes in language arts, mathematics and marine science or history. In addition, students study seamanship and shipboard maintenance and have an opportunity to take classes with the ship's cook, engineer and bosun. All students who successfully complete their courses receive a full year's academic credit. For further information on the school's vessels, please see page 19 for a photo and detailed write-up.

LLOYD CENTER FOR ENVIRONMENTAL STUDIES
430 Potomska Road
South Dartmouth, Massachusetts 02748, U.S.A.
(617) 990-0505
Ms. Sandra Ryack-Bell

MAINE MARITIME MUSEUM (*Maine*, see p. 42)

MAINE MARITIME ACADEMY (*Middie's Pride*,
see p. 21)

MARI-MED FOUNDATION
1050 Ala Moana Boulevard, Building D
Honolulu, Hawaii 96814, U.S.A.
(808) 537-5586
David D. Higgins, President

MARINE CURRICULUM EXCHANGE
47 Crafts Street
Newtonville, Massachusetts 02160, U.S.A.
Ms. Angeline Ferris

MARINE INSTITUTE OF SOUTHERN CALIFORNIA
(*Sea Breeze II*, see p. 34)

MARINE SCIENCES UNDER SAIL
(see p. 20)

MASSACHUSETTS MARITIME ACADEMY
(*Arion/Windlass*, see p. 21)

MINGAN ISLAND CETACEAN STUDY, INC.
P.O. Box 518
Meriden, Connecticut 06450, U.S.A.
(203) 235-3162
Dr. Frederick W. Wenzel

MYSTIC MARINELIFE AQUARIUM
Mystic, Connecticut 06355, U.S.A.
(203) 536-4208
Mr. Jim Stone

NATIONAL MARINE EDUCATORS ASSOCIATION
P.O. Box 666
Narragansett, Rhode Island 02882, U.S.A.
Dr. Prentice Stout

MYSTIC SEAPORT MUSEUM
(*Brilliant/Joseph Conrad*, see pp. 22 & 23)

NATIONAL OCEAN ACCESS PROJECT - Council of Disabled Sailors

365 Thames Street, Newport, Rhode Island 02840, U.S.A.
(401) 849-9090

C. Richard Farley, Jr., Executive Director

Kirsten L. Mann, Administrator

The National Ocean Access Project is a non-profit, charitable organization promoting sailing and marine-oriented recreational activities for the physically challenged nationwide. In addition to developing "learn-to-sail" programs around the specially designed, 20-ft. Freedom Independence sailboat, of which NOAP is exclusive national distributor, NOAP is helping to promote disabled access to "Tall Ship" and traditional vessel sailing experiences. NOAP is developing, in association with various vessel operators and organizations, criteria and procedures to aid evaluation and adaptation of specific ships for safe access by disabled persons. NOAP also is helping promote American access to the British LORD NELSON, the new barque specially designed for the handicapped operated by the Jubilee Sailing Trust. Beginning in 1987, NOAP intends to reserve places for Americans on the vessel's cruises in British and Caribbean waters. Sponsorships and scholarships may be available to qualified applicants.

NATIONAL TRUST FOR HISTORIC PRESERVATION-
MARITIME COMMITTEE
1785 Massachusetts Avenue, N.W.
Washington, D.C. 20036, U.S.A.
Ms. Marcia Myers

NEW ENGLAND HISTORIC SEAPORT
(*Spirit of Massachusetts*, see p.)

NAUTICAL HERITAGE SOCIETY
(*Californian*, see p. 11)

NEWFOUND HARBOR MARINE INSTITUTE
Route 1, Box 170
Big Pine Key, Florida 33043, U.S.A.
Mrs. Irene Hooper

NAVY LEAGUE SEA CADET CORPS
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2300 Wilson Boulevard
Arlington, Virginia 22210, U.S.A.
Capt. Keith Weaver

OCEAN RESEARCH UNDER SAIL
(*Varua*, see p. 65)

NEW BEGINNINGS FOR YOUTH
P.O. Box 4730, Station E
Ottawa, Ontario K1S 5H9, Canada
(613) 233-2871
Robert Tripp, Executive Director

OCEAN SCHOOL FOUNDATION
25 Woodman Road
Durham, New Hampshire 03824, U.S.A.
Mr. Tom Dudley

OCEAN TRAINING AND EXERCISE GROUP
(see p. 52)

OCEAN VOYAGES

1709 Bridgeway, Sausalito, California 94965, U.S.A.
(415) 332-4689

Mary T. Crowley, Director

Ocean Voyages was founded in 1979 and provides participatory educational sailing programs throughout the world. Programs are open to youth and adults alike. Most offerings range from one to four weeks in length, although there are some other opportunities. Ocean Voyages cares about preserving our fine maritime heritage and providing opportunities for people to gain sailing education and seafaring experience. Regular programs operate in the Aegean out of Rhodes, in the Grenadines, out of San Diego and San Francisco, in the Hawaiian Islands and in French Polynesia, New Zealand and Alaska. Ocean Voyages also specializes in working with teachers and schools in designing custom programs for youth.

OCEAN WORLD INSTITUTE
(*Minnie V*, see p. 49)

OCEANIC SOCIETY
Fort Mason, Building E
San Francisco, California 94123, U.S.A.
(415) 441-1106
Ms. Jane Piereth

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(*Zebu*, see p. 65)

ORANGE COUNTY MARINE INSTITUTE
(*Pilgrim*, see p. 55)

OSWEGO MARITIME FOUNDATION
McCrobie Building
Lake Street
Oswego, New York 13126, U.S.A.
(315) 343-1628
Mr. Richard Pfund

PACIFIC MARITIME ACADEMY (see p. 21)

PACIFIC TALL SHIPS ASSOCIATION
(*Spirit of Canada*, see p. 75)

PADDINGTON MARINE ENTERPRISES
(*Roll and Go*, see p. 69)

PHILADELPHIA SHIP PRESERVATION GUILD
(*Gazela of Philadelphia*, see p. 78)

THE ROCKPORT APPRENTICESHIP
(*Perseverance*, see p. 53)

SAILA - SAIL ASSIST INTERNATIONAL
LIAISON ASSOCIATION
(*Norfolk Rebel*, see p. 51)

SAILING SCHOOL VESSELS COUNCIL
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(617) 927-4440
Capt. Steve Wedlock

S.A.L.T.S. (SAIL AND LIFE TRAINING SOCIETY)
(*Pacific Swift-Robertson II / Spirit of Chemainus*, see pp.
28 & 29)

SAIL ST. LAWRENCE (*Tradition II*, see p. 71)

SAILING STUDIES
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San Juan Capistrano, California 92675, U.S.A.
(714) 496-3453
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(617) 927-7777
Robin Chase

SCHOONER, INC. (*J.N. Carter*, see p. 18)

SEA EDUCATION ASSOCIATION
(*Westward*, see p. 33)

SEA EXPLORERS, BOY SCOUTS OF AMERICA
(see p. 30)

S.E.A.S. (SOCIETY FOR THE EDUCATION OF
AMERICAN SAILORS)
P.O. Box 5113
Parsippany, New Jersey 07054, U.S.A.
Comm. Elaine Gaber

SEATREK HAWAII
(*Paragon*, see p. 65)

SEA VENTURE SOCIETY

1669 Granville Street, Halifax, Nova Scotia B3J 1X2, Canada
(902) 424-5494

Captain Angus McDonald, Secretary

Sea Venture Society was incorporated in March of 1985 to make it possible for young people aged 16 to 25 to build character, acquire self-confidence and appreciate the richness of our maritime heritage and tradition, through a well-organized program of sail training and sea-going adventure. The Society charters a suitable vessel and offers berths to interested youth for a two-week working venture. As a member of the crew, each person is responsible for everything: from swabbing the deck and working in the galley to climbing the rigging, hauling in sails and steering the ship. The Society also offers scholarship funds to those who qualify.

SOUTH STREET SEAPORT MUSEUM
(*Pioneer*, see p. 56)

STA SCHOONER FOUNDATION
16 East 69th Street
New York, New York 10021, U.S.A.

ST. GEORGE'S SCHOOL (*Geronimo*, see p. 16)

STATE UNIVERSITY OF NEW YORK (see p. 21)

TABOR ACADEMY (*Tabor Boy*, see p. 31)

TEXAS MARITIME ACADEMY (see p. 21)

TORONTO BRIGANTINES
(*Pathfinder/Playfair*, see p. 32)

U.S. COAST GUARD ACADEMY
(*Eagle*, see p. 13)

U.S. MERCHANT MARINE ACADEMY (see p. 21)

U.S. NAVAL ACADEMY (see p. 24)

U.S. NAVAL RESERVE OFFICERS TRAINING CORPS
(see p. 25)

U.S. NAVY (see p. 25)

U.S. YACHT RACING UNION
P.O. Box 209
Newport, Rhode Island 02840, U.S.A.
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UNIVERSITY OF CALIFORNIA AT IRVINE
(*Natoma*, see p. 34)

VIRGINIA INSTITUTE OF MARINE SCIENCES
Department of Marine Advisory Services
Gloucester Point, Virginia 23062, U.S.A.
Mr. Jon A. Lucy

VISION QUEST NATIONAL, LTD.
(*New Way*, see p. 26)

WEST ISLAND COLLEGE - Class Afloat

1610-85 Albert Street, Ottawa, Ontario K1P 6A4, Canada
(613) 233-7547

Miss Mary Biggs, Director

In September of 1985, thirty nine secondary students began an unparalleled educational experience aboard the Polish barquentine POGORIA. The founding of the Class Afloat project was the realization of a dream of Mr. Terry Davies, Director General of West Island College. Class Afloat is an outstanding educational opportunity which encompasses every aspect of adolescent development. While completing a rigorous senior high school curriculum, preparatory to university entrance, Class Afloat students become competent sailors and extraordinary leaders, sensitive to the variety and complexity of major international issues. The group will offer another exciting program for students in grades eleven and twelve beginning in July of 1987.

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(804) 547-0117 and (804) 547-9288
Peter S. Viele, Director

WOMANSHIP, INC.
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(302) 267-6661

YOUTH ADVENTURE, INC.
(*Adventuress*, see p. 8)



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- ... the quarterly journal "Day's Run" (contained in Sea History magazine);
- ... spot bulletins in our newsletter "Running Free;"
- ... the biennial Directory of Sail Training Ships and Programs;
- ... brochures and training circulars;
- ... a membership card, decal, and other promotional material; and
- ... information on corporate matters, especially the Annual Meeting.

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- ☐ Information on Columbus Quincentennial (1992)
- ☐ Sea Education Opportunities Brochure

NAME _____

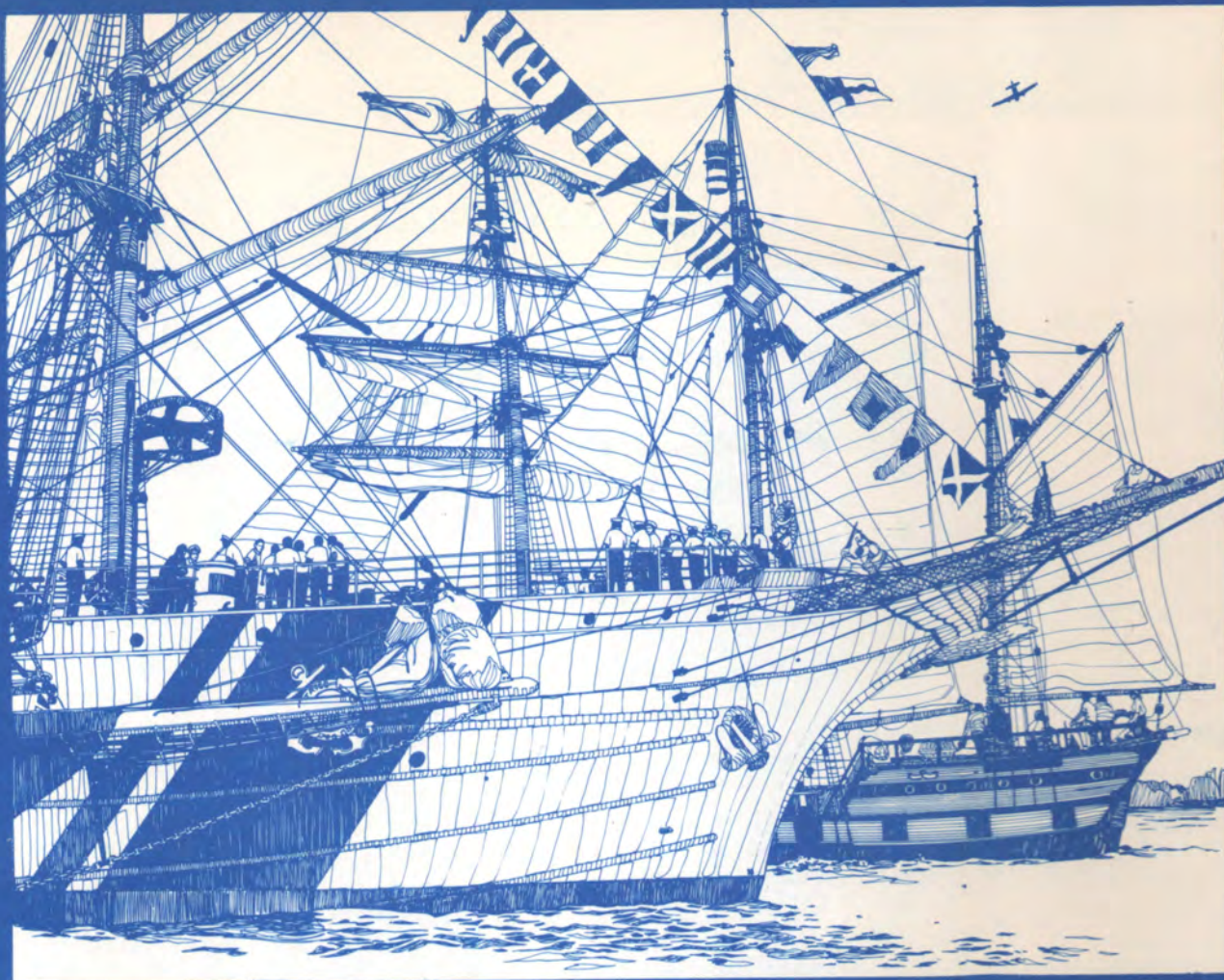
ADDRESS _____

Please return form to: ASTA, Newport Harbor Center, 365 Thames Street, Newport, RI 02840.

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